RAILROAD

AUGUST 1976

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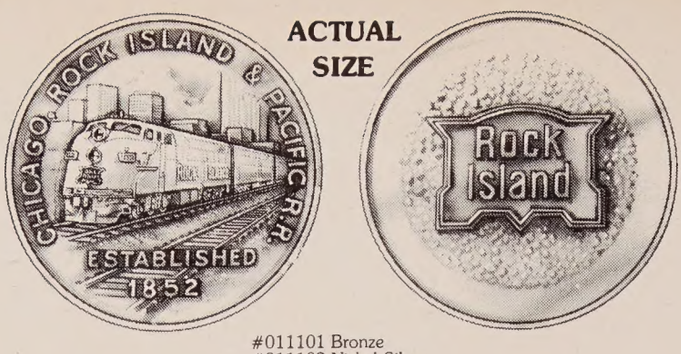

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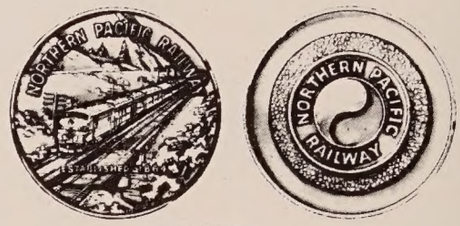

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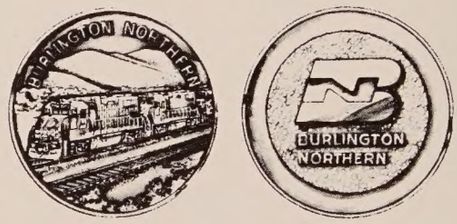

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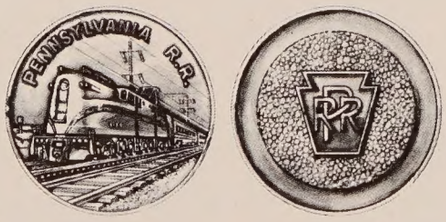

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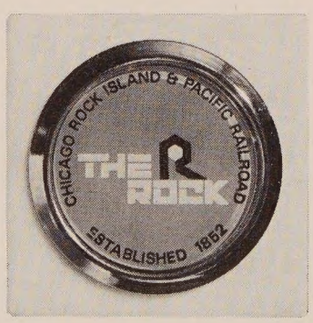

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Adventurous Railroading and Rail Hobbies—Founded 1906

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ONE DOLLAR

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Photograph by Walter Olevsky

Two-unit diesel Central Vermont Ry. freight train leaving St. Albans, Vt., on early summer day in '74.

On the New Hope & Ivyland

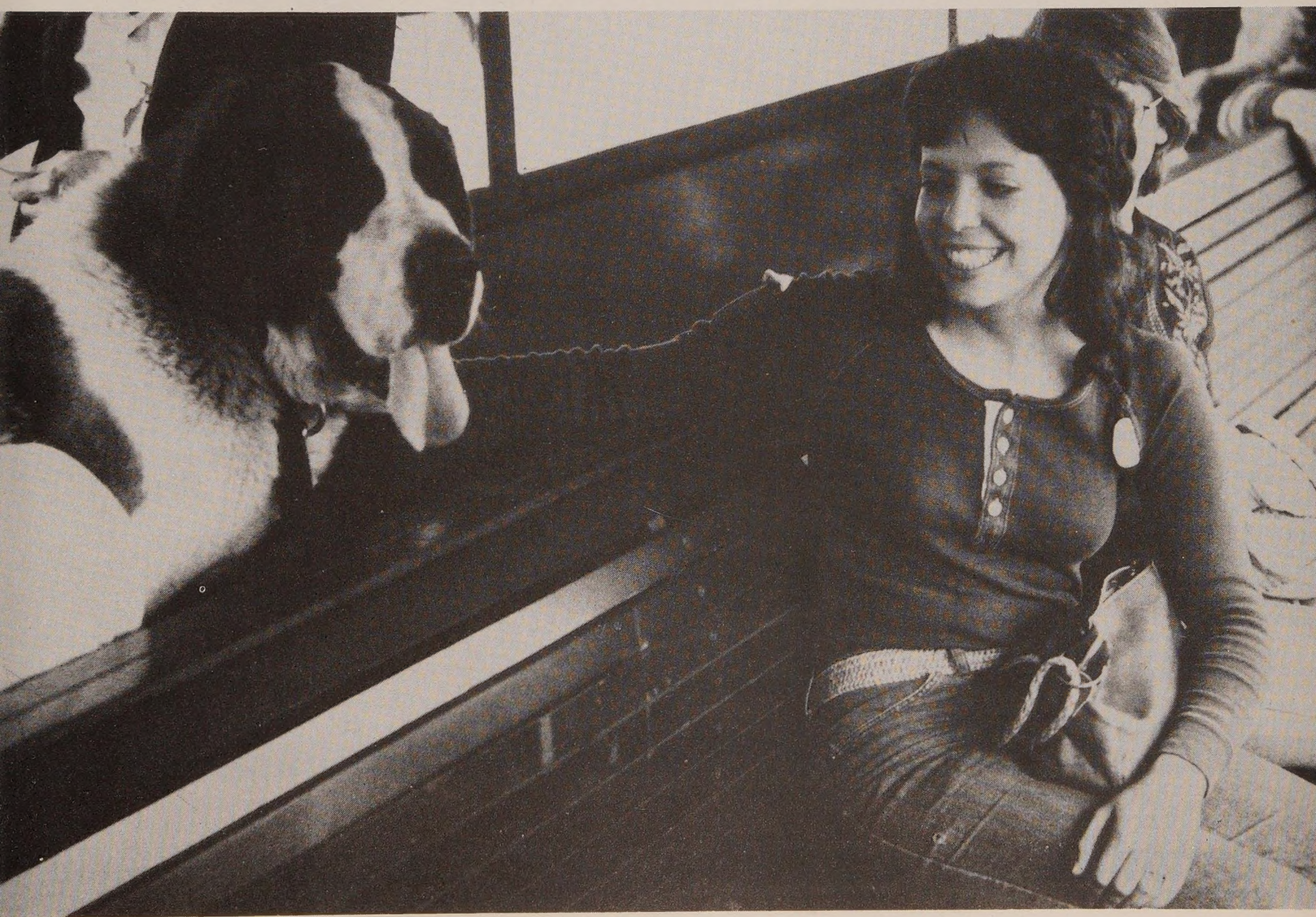
Photographs by Marc S. Balkin

New Hope & Ivyland DS-4-4-1000 No. 100, an early Baldwin switcher, pauses on bridge enroute to New Hope, Pa., yard. This engine is still lettered Copper Range R.R., from which it was purchased. The bridge was featured in a famous scene in one of the "Perils of Pauline" silent movies in which a pretty girl was tied to the track. The NH&I, located in Bucks County not far from Philadelphia, operates a steam tourist train during the warm weather months from New Hope depot to Buckingham, connecting with Buckingham Valley Trolley Assn., for a mile round trip on ex-Philadelphia Suburban Transit 26. Steamers include ex-CN 1533 and ex-Cliffside R.R. 40.

Luanne, wife of *Interesting Railfan* Frederick G. Bailey, was many miles away from Fred's Steamtown interests in Riverside, Vt., acting as hostess on NH&I "Railfan Weekend," May '75.

Barbara Balkin, the photographer's sister and member of Bergen-Rockland Chapter of NRHS, inspects generator of NH&I dining car prior to a steam fantrip. Ex-Cliffside R.R. 40, Baldwin-built 2-8-0, hauled dining car trip.

This unidentified gal in the NH&I open car on April 24, '76, paid extra fare for Newfoundland dog.



Railfans don't mind if the weather is warm and it's their kind of action. Ex-Southern 4501 proves the point easing into Charlottesville, Va., depot last July on Roanoke Chapt. NRHS Independence Ltd. III.

Marc S. Balkin, 30 Jolen Drive, Hillsdale, N.J. 07642

FRANK CLODFELTER, Southern Railway engineer and this month's *Interesting Railfan,* is seen on our front cover in the cab of the Southern's E-8 No. 6903 on August 28, 1975, when he pulled an NRHS convention special. It was made by Thomas P. Cheesborough, another of our *Interesting Railfans,* P.O. Box 324, Coconut Grove Station, Fla. 33133.

The second color-shot in this issue (page 65), which shows a westbound Union Pacific freight with both Burlington Northern and CB&Q units below Caliente, Nevada, on May 27, 1973, likewise was shot by an *Interesting Railfan,* Gary Allen, 215½ E. Palmer Ave., Glendale, Calif. 91205

Originally scheduled for July issue, this picture was held over for August by last-minute switch. As a result, our July color-shot didn't match the caption. We apologize to Ronald Johnson, 662 Highland Ave., South Portland, Maine 04106, whose color-photo, used in July, showed ex-Canadian National 0-6-0 No. 47 of Conway Scenic RR. pulling up to station at North Conway, N.H., in Aug. 1974. The depot is 100 years old and has been restored.

The Personality Parade

ERNEST A. ("FROG") SMITH, a *Railroad Magazine* author whose best story is "Picnic Trains of Long Ago" (Sept. '75), spoke at the Folklore Festival of the Smithsonian Institution in Washington, D.C., June 30-July 5. Frog is a newspaper columnist, age 74, living at 219 Hubbard St., North Fort Myers, Fla. He was given the platform to tell rail lore and tall tales. Some time ago he addressed the annual Florida Folk Festival in White Springs on the Suwannee River near Gainesville.—William T. Morgan, P.O. Box 6469, Oxnard, Calif. 93030.

BESIDES being an instrumental music teacher and member of the Bergen-Rockland Chapter of NRHS, Marc S. Balkin is a rail photographer and producer of rail films, slides, and tapes. He travels extensively to film and tape the sounds of steam, diesel, and electric locos, large and small. The long list of engines he has covered ranges from Rio Grande narrow-gage to the UP's giant 8444.

One of his movies, *Land of the Zephyrs,* depicts the 8444 in a fantastic 85-mph pacing sequence, one of the most exciting rail films we've ever seen. He shot the footage while hanging out a side window of his Ford Torino while Dave Short, of the same NRHS group, seated at the wheel, kept up with the speeding train on a parallel highway. This summer Marc is taping and filming more material for his own company, Custom Steam Productions Ltd., 30 Jolen Dr., Hillsdale, N.J. 07642 (free catalog available). Photographically, he is represented in our July and current issues.

ANTHONY L. CROUSE, an expert union strategist, has just retired from the general presidency of the Brotherhood of Railway Carmen, a post he had held since January 1, 1971.

JOHN W. BARRIGER, one of our *Interesting Railfans,* whose advancing years have forced him into retirement successively from the top jobs on three railroads, has now, at age 76, joined the Rock Island as senior traveling freight agent.

"I was president of the Pittsburgh & Lake Erie," he says, "but they fired me in 1964 because I was about to turn 65. Then I became president of the Katy, but they dropped me in 1970 because I had reached the age of 70. Next I headed the Boston & Maine, but had to quit in 1973 because I was 73 and the Federal Railway Administration retired me this year because I'm 76."

John adds: "They could charge me money to let me work as a railroader and I'd still do it, because for me railroading comes under the heading of organized sport."

RICHARD H. KINDIG retired last Jan. 16th from the Western Electric plant in Denver after 39 years of service, with time out in serve in India with the U.S. Army Air Corps during World War II. Dick is a charter member of the Rocky Mountain Railroad Club and a great railroad camera man. He is one of the very few hobbyists who have turned down a nomination to our *Interesting Railfan* series, being shy about personal publicity, although we have published many of his photos.

His club's newsletter, *Rocky Mt. Rail Report,* stated: "One story about Dick's early years at Western Electric concerns D&RGW steam engine No. 1804. On Feb. 4, 1941, this engine, in care of a hostler, was being taken from Union Station to the roundhouse at Burnham when she blew up, due to low water in the boiler. Dick was reported to be the first man on the scene, but couldn't get immediate photos of the wreckage, as he did not have his camera with him. He has since been carrying it everywhere he's gone."

ANOTHER of our contributing photographers, Bill Hooper, is a CP Rail yard clerk living in Golden, B.C., Canada (Box 1662, VOA 1HO). Previously he was an extra gang timekeeper, operator, and senior rate clerk. He and his lovely wife, Jane, go on picture trips together, he shooting b&w and she color. One of his grandfathers was an opr. and dispatcher, his father was an agent-opr., and his son is a CP auditor. He writes: "I don't belong to any fan

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club because there is none here in Golden and I find correspondence with most railfans irksome . . . such as getting unusual requests and then nasty letters when I can't send them what they want." *(Ed. note:* Do any other readers have trouble with railfan correspondents?)

IT AIN'T JIM BELDEN. The guy pictured on page 6 of our April issue was mistakenly identified as Jim. We regret the error. That person, whoever he is, should not have sent us the photo without putting a word on the back of it. Relatively few contributors supply enough facts for our captions. Even enclosing a letter doesn't always solve the problem. Because we have no secretary, letters often get separated from pictures in our rush to meet production deadlines. (But printing this item won't do any good. Nobody will read it. Contributors will keep on sending us photos with inadequate caption material written or pasted on the back.)

RAMONA K. McGUIRE, school teacher and *Interesting Railfan* No. 161 (May issue), deserves credit for getting her pupils, the younger generation, interested in railroading. We need more such railfans.—Allan Hooper, 2703 Princeton, Butte, Mont. 59701.

MERLE HAGGARD, country-style singer, was born in a converted refrigerator car in Bakersfield, Calif. Today he lives a few miles from there—in a $750,000 home. His life turned around when he was serving a robbery sentence in 1959—and heard a San Quentin prison concert given by Johnny Cash.

"As I watched Cash," he says, "I thought, 'Lord, he's got it all.' "

Today Haggard "has it all"—an income of over $1 million a year and record sales of over 50 million. Running through his house is a $50,000 model railroad with 250 freight cars and 35 locomotives.

E. JAY QUINBY, one of our *Interesting Railfans* and founder of the Electric Railroaders Assn., has followed up his popular book, *Interurban Interlude,* with a new book, *Ida Was a Tramp,* the story of his adventures aboard a tramp steamer as a wireless operator, plus a capsule history of the building of the Trans-Siberian Railroad. This 276-page, illustrated, hard-cover book is available for $10 from the ERA, 145 Greenwich St., New York, N.Y. 10006.

DATA and pix on Norfolk & Western steam locos are wanted by Donald Henderson, 43 Stroud Lane, Christchurch, Hants, Dorset, BH23 3QS, England. He offers in exchange info. on the old London & Southwestern (now Southern Region of British Rail).

PHOTOS, facts, and anecdotes for a book on the Denver/Colorado Springs Line of the Rock Island westward from about Bellville, Kan., are needed by Bob Yarger, RFD 1, Bellows Falls, Vt. 05101.

Back in the good old days. "52 clear 12:01 a.m." Drawn by Harry Temple.

Views and Reviews

I AM a former national president of the Railroad Enthusiasts and a staff writer for both its semi-annual publication and the N.Y. Division's *Bulletin.* It seems to me that in recent years the caliber of the contents of *Railroad Magazine* has gone down, possibly due to your limited budget or because the oldtimers who could write intelligently have gradually drifted across the Great Divide. Having been a reader of *Railroad* since 1929, I'd hate to see it die of malnutrition.—Stan Bradley, P.O. Box 64, Tenafly, N.J. 07670.

(Ed. note: Thanks for your good wishes. This magazine, like everything else, is feeling the effects of long-continued national inflation, but we are not likely to die in the foreseeable future from either malnutrition or anything else. We miss the great railroad authors of bygone days. However, some good younger writers such as Mike Eagleson, Jim Edmonston, Bill Withuhn, B. Thomas Walsh, etc., are still with us.)

British Rail train 132 passes several pleasure craft nodding on a turning tide at Aberdovey, one of Great Britain's prettiest train rides, enroute from Machynlleth to Barmouth on June 28, 1975.

P. Grand, "Annaghdown," 17, Everest Rd., Rugby, Warks CV22 6EX

THE SIGN WAS WRONG. Train motel pictured in June issue, page 58, is not the only one in this country. There is one consisting of all sleeping cars at Chattanooga, Tenn., Union Station. Also one at Strasburg, Pa., all cabooses.—Paul Morris, Rte. 8, Box 227, Annapolis, Md. 21401.

DAN PATCH, an old gas-electric converted to diesel by General Electric, is being restored for service on the grounds of the Minnesota Transportation Museum in St. Paul. Known also as "Old 100," she is being overhauled in a frame shed of the Burlington Northern's Como Shops. She originally saw service on the old Minneapolis, St. Paul, Rochester & Dubuque Electric Traction line, later on other lines. The Dan Patch name came from a famous trotting horse.

A RECENT AD in a national magazine showed a picture of engine 1630, with these words: "Fifty volunteers worked 13,000 hours to make this old timer operational in 1975. Baldwin Locomotive's 47,953rd engine, it was built in 1918. Its history is far more intriguing than meets the eye. See it in the Illinois Railway Museum, Union, Illinois. Another precious possession protected by Rust-Oleum coatings."

I ENJOY your magazine very much, especially the *Interesting Railfan* articles, *Trackside in the Disel Age,* the *Hobby Club,* and rail-girl pictures. I'd like to see a feature telling how *Railroad Magazine* is written, edited, and made ready for publication.—William Plack, 939 Rita Dr., Pittsburgh, Pa. 15221.

Our Monthly Newscast

GREAT SALT LAKE is getting saltier in spots, less salty in others. Ever since an earthen railroad causeway was built across the northern part of the lake in 1959, the north end has been saltier and the south end fresher.

The *National Geographic* says construction of the railroad barrier restricted circulation of fresh-water inflow, diluting the salinity solution of the south side while the north side approaches saturation. The lake's waters are still five times saltier than ocean brine and even nonswimmers can float on the surface with ease.

NORFOLK & WESTERN "is moving into a different competitive environment than it faces today," according to John P. Fishwick, president and chief executive officer. He cites ConRail as one factor and the expected new wave of rail mergers as another. He hopes ConRail can become profitable, but notes that the continuing heavy deficits incurred by Amtrak suggest "the difficulties that Government-financed operations for profit face as they try to balance the conflicting demands of

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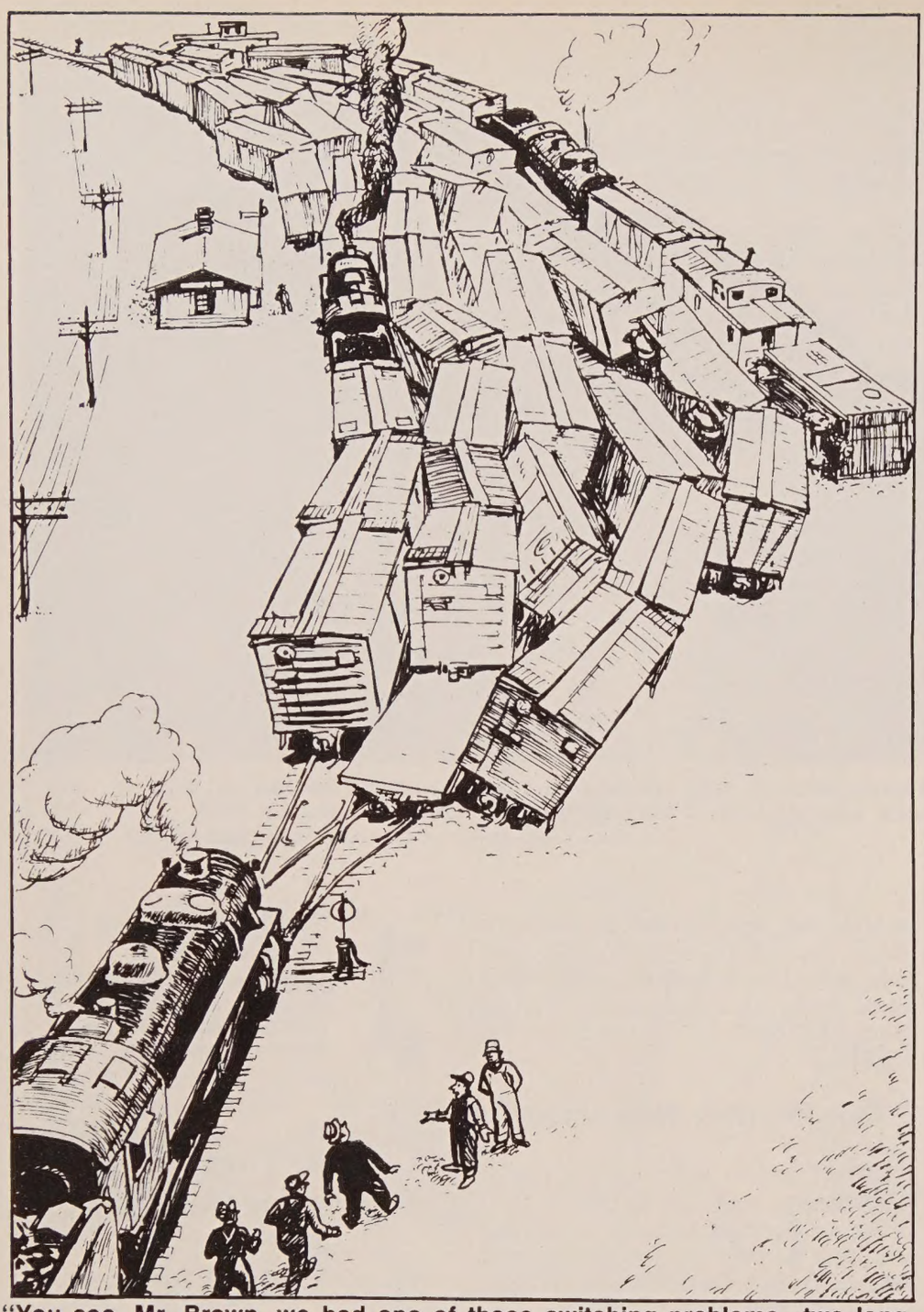


"You see, Mr. Brown, we had one of those switching problems—two long freights to pass, with only a short siding. Then Pete here came up with a big idea."
Drawn by Joseph Easley

Congress, customers, and profitability."

Also in the news: NW has just opened what is probably the most efficient freight-car-wheel maintenance shop on the continent, at Portsmouth, Ohio. It is designed to meet the needs of NW's entire 14-state service area. By consolidating the railroad's wheel maintenance there, NW can utilize its equipment to better advantage.

EXIT the Commodore Hotel. This New York City landmark at 42nd Street and Lexington Avenue is virtually next door to Grand Central Terminal and the *Railroad Magazine* office. It was operated by Realty Hotels Inc., a subsidiary of Penn Central Transportation Co., but was shut down on May 18th. Although its proud heritage dates back to the days of the Vanderbilts, it suffered a $1.3 million loss in 1975 and proportionately more thus far in 1976. The same company plans to spend about $4.8 million to renovate its other three hotels, the Biltmore, Barclay, and Roosevelt.

STRUCTURAL engineers, concerned by the alarming increase in train accidents caused by rail failures, have turned to the science of ultrasound for rail inspection, says *The Locomotive Engineer*. Ultrasound or "silent sound" is actually waves of sound above the range of human hearing and is now part of the latest advance in rail testing.

The importance of improved track inspection had been dramatized by a recent National Transportation Safety Board study which reports that not only are rail failures the largest single cause of train accidents in the U.S., but the rate of accidents caused by rail failures more than doubled in the 10-year period from 1963 to 1973 at a total cost of more than $500 million.

The Board warned that if quick remedial action is not taken, the problem of rail-caused accidents will continue to worsen. In recommending action to halt this trend, the Board states that accelerated detection offers "the most immediate potential for controlling the number of accidents."

Krautkramer-Branson, Inc., a subsidiary of Smith Kline Corp., has an answer to the rail inspection problem—the Model TTV-1 Ultrasonic Rail Test Car, the first vehicle of its kind to be sold to railroads by private enterprise. Several KBI vehicles are already in use, including one at the U.S. Department of Transportation's Transportation System Center in Cambridge, Massachusetts.

THE ROCK ISLAND is planning a multi-million dollar mainline maintenance program between Briark and Little Rock, Ark., and on to El Reno, Okl., some 450 miles. The trustees hope to spend as much as $1.5 million a month between May and December over this route. Funds are coming from recent modest earnings and not from borrowing.

UNION PACIFIC will invest $20.1 million to build an automated switching yard at Hinkle, Ore., and to install centralized traffic control on a 66-mile segment of its line west of The Dalles to Troutdale, Ore. The complex of tracks and controls for the Hinkle yard will is expected to take two years to build.

INFLATION pushed loss and damage payouts by North American railways to a record $312,682,894 in 1975—an increase of $19,567,419, or 6.7 percent, over 1974, reports the Association of American Railroads.

ILLINOIS CENTRAL GULF is giving an eight-month course to help foremen and trackmen learn track maintenance standards and practices. The course, consisting of classroom and field assignments, is held in Illinois Division offices in the Champaign passenger station, with Patrick Cosgrove, system engineer of training, as the instructor.

CONRAIL will spend $454.9 million this year to rehabilitate the rolling stock of the six lines that make up its system. Another $6 million will help

modernize the shops. Heavy repairs on almost 400 locomotives will be handled at the Juniata Shops at Altoona, Pa., and Collinwood Shops at Cleveland. Major rehabilitation centers for freight cars will be in Hollidaysburg, Altoona, Reading, and Meadville, Pa.

THE SANTA FE is no longer civilizing the West and Southwest with Harvey girls at its station restaurants, but it did win the top railroad employee safety award, a Harriman gold medal, for the fourth year in a row, which also is very important. The award was for railroads whose employees worked 20 million or more man-hours in 1975.

HIGH BRIDGE, a stone railroad span over the west branch of Brandywine Creek at Coatsville, Pa., has been added to the National Register of Historic Places, reports L.P. Cummings. The four-track bridge, built by the Pennsy in 1903, has ten arches, each 96 feet high. Its rustic stonework was crafted by Italian stone masons.

THE ICC has approved the proposed merger of two rail units of the Missouri Pacific into the parent line. This action, affirming a recommendation last September by one of its administrative law judges, also includes rejection of a bid by the Rock Island to be included in the MoPac merger. The Rock Island is in reorganization under Federal bankruptcy law.

RECYCLED boxcars can be used as logging bridges, it was discovered by Longview logging manager Bill Will in Washington State. Just tear down the box part of the boxcar and take off the wheels until only the foundation is left. The simple frame that remains resembles a flatcar. The frame is then laid across a creek and easily supports the weight of loaded log trucks.

The placement of the boxcar frame requires considerable manhandling by various logging machinery. The ends are set on log cribs filled with gravel which are constructed on both sides of the creek. Sometimes one boxcar isn't long enough, so two or one-and-a-half are welded together. Steel piling support the bridge at this junction if a long bridge is necessary. A year ago these old boxcar frames could be bought for a song—about $150. Now they are hard to find and expensive when found—about $1,000.

AN OLD Reading Railroad car-float, 250 feet long, was converted to a New York State official Bicentennial barge at a Staten Island shipyard in New York City and was dedicated June 3rd at the city's South Street Seaport Museum. It displays documents and other material on the state's maritime history.

A CHARTER dating from 1851 that exempted Illinois Central Gulf R.R. from paying state or local taxes on much of its property in Illinois, has been canceled by Judge Donald J. O'Brien of Circuit Court. Under this ruling, Illinois state and local governments for the first time will be able to levy millions of dollars in new taxes on the railroad. The ruling ends the long special arrangement between Illinois and the railroad.

The arrangement dated from the days when most of Illinois was unpopulated prairie. The state legislature set up the railroad and provided it with tax exemptions designed to bring new residents and commerce to the area. Today the tax-exempt railroad property includes the valuable Chicago lakefront land east of Michigan Avenue over which the ICG owns air rights.

RHINE EXPRESS and a Dutch commuter train had a cornfield meet near Rotterdam on May 4th, killing about 20 persons and injuring many others, including the hogger of the local. Most victims were in the front coach of the Dutch train. The express engineer,

All we know about this photo is the girl's first name, Suzie. The photographer didn't even mention the place, date, or which engine on what railroad—facts we need for a caption. But Suzie does make a pretty picture, if no one blows the whistle, and must have been a nice companion for a railfan journey.

Fred Clark, Jr., 312 Mariva Ave., Clearwater, Fla. 33515

realizing there would be a collision, jumped from his cab, unhurt.

THE UNITED STATES is not the only country in which railroad stations and miles of branch lines are being abandoned because they do not earn any money. The same thing is happening in Britain, reports John Drayton, retired British Rail engineer, 13 Sycamore Rd., Griffithstown, Pontypool, Gwent, NPA 5AL, Great Britain. Drastic slashes are expected before the end of this year. Senior BR officials have already made appraisals of loss-making lines and services. While it is generally believed that the cuts will range between 20 and 30 percent, one brass collar said the reduction could be "as high as 50 percent."

The recent Government discussion document on transport indicated that the railways should pay their way and there should be an end to subsidies. Its findings have been challenged by the three railway unions, who are certain to fight any further closures and cuts.

At one time, each individual line was the subject of a special grant. This was ended last year and a block grant approaching 500 million pounds was given to British Rail to keep the passenger network open.

Coming on top of country council decisions to end subsidies to the National Bus Company, the rail cuts will mean that many small towns and villages will find themselves without any form of public transport.

Got a Siding to Spare?

ANYBODY got a spare railroad siding? asks Michael Sweeney, writing in the Seattle *Post-Intelligencer.* David Durkoop needs one real bad. It is costing him $50 a day to park his home on the tracks down at Amtrak's Seattle train yard, and Durkoop isn't one of those millionaires who can afford it.

He is a 29-year-old unemployed cryptographic (code machine) repairman with a very expensive hobby. Durkoop owns and lives in a 27-year-old, 85-foot-long, 65-ton, fully-operational Pullman observation car that used to bring up the rear of the Pennsylvania Railroad's *Broadway Limited.* Durkoop bought the car—named the *Mountain View*—in 1971. He said he paid under $12,000 for it. And he has lived in it ever since.

Rail Jobs Threatened

IF PLANS for construction of larger facilities to replace Lock and Dam 26 on the Mississippi River at Alton, Ill., are carried out, reports *The Locomotive Engineer,* railroads serving the area will lose more than $250 million in traffic and some 10,000 rail jobs. This estimate was revealed to the Army Corps of Engineers at a recent meeting in Chicago, according to D.L. Lindsey, chairman of the Illinois State Legislatkve Board of the Brotherhood of Locomotive Engineers.

On the other hand, if the coalition of labor, carrier and environmental groups fighting to prevent the huge project from going forward is successful, an additional 70 million tons of growth traffic will have to be moved by rail, resulting in the creation of 38,211 new railroad jobs, according to the same source.

BLE opposes the Army's plans to go forward with the controversial project and is urging its members and friends to write their Senators and Congressmen to this effect, for five reasons:

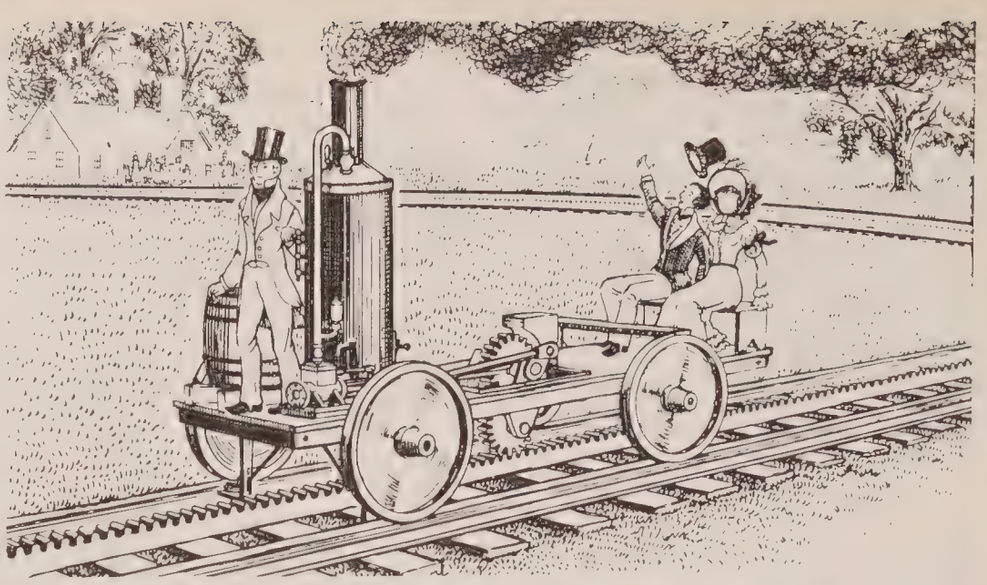
(1) Barge transportation requires a substantial public investment which benefits a limited number of shippers.

(2) Expenditure of public funds will fuel the fires of inflation.

(3) Expansion of barge transportation will have an adverse effect on the environment, whereas the expansion of rail transportation to meet any future requirements has a minimal effect on the environment.

(4) Diversion of traffic to barge from rail results in a net job loss.

(5) Subsidizing barge transportation runs counter to any coherent national transportation policy. At a time when the nation is concerned about survival of rail transportation, it does not make sense to spend billions for the development of competitors of the railroads when the net result will be the contraction of rail service.



Col. John Stevens operates steam engine around his Hoboken estate in 1825.
From *John Stevens Father of American Railroads,* by Leonard M. Fanning

The Stevens Bicentennial

TWO of the greatest figures in steam locomotive history had somewhat similar last names: George Stephenson and Col. John Stevens. In our April issue Mike Eagleson ("I Was There!") depicted the 150th anniversary of the Stockton & Darlington Railway in England last September 27th, for which Stephenson built and drove its first engine.

Another bicentennial, honoring the memory of Stevens, was celebrated last May 13th with a simple ceremony in front of the Hoboken, N.J., post office, not far from the site of the first public run of an American-built engine. Just 150 years ago, a strange-looking, five-wheel, open-platform contraption with an upright steam boiler chugged around a small oval track on an estate in Hoboken. That town hasn't been the same since. Neither has America.

The engine was the creation of Colonel Stevens, a Manhattan-born engineer and inventor who used his country estate for the demonstration. In such bucolic surroundings the great age of steam railroading was born in America. The Stevens locomotive reached a top speed of 12 miles an hour on the iron-plated wooden track.

A newspaper account noted that the engine's four running wheels were "at the usual distance of wagon wheels (sic) from each other." And it explained the function of the fifth wheel, because this was a cog-wheel rail line. A third rail laid between the load-bearing tracks, the article said, carried "fixed plates of cast iron fitted with cogs or teeth, into which a wheel with corresponding cogs, and connected with the engine, is made to work; and in this matter the wagon is impelled forward."

Colonel Stevens, who attained his military rank in the Revolutionary War, was 76 years old when his locomotive churned up a plume of black smoke on its inaugural run.

Long before that, he had been responsible for major inventions involving the application of steam power to transportation, especially boats. Encyclopedias credit him with the first steamboat navigation of the sea (his paddle-wheeler *Phoenix)* and of

operating his own steamboat briefly on the Hudson three years before Robert Fulton's *Clermont*.

But his greatest interest was in developing railroads. In 1830 he obtained a charter for his Camden & Amboy Railroad, to be headed by his sons, Robert and Edwin. He also contributed to the start of the Pennsylvania Railroad.

"Million-Dollar Mulligan"

IN BOOMER DAYS, an unemployed switchman or brakeman who was broke was not too proud to stop in at a hobo *jungle* (camp) to eat, sleep, wash up, or merely stick around between trains. Such a character was Charles B. Chrysler, an old-timer now living in Los Angeles. Looking back through the years, Charley recalls a certain time when as a dirty, hungry boomer he wandered into a jungle, some distance from the rail center at San Bernardino. We'll let him tell us what happened, in his own words:

"Howzit for camping and cutting in on the mulligan?" says I.

Mulligan, in case you don't know, is hobo stew. It consists of *hoppins* (any and all vegetables that can be bought, begged, borrowed, or stolen), together with meat acquired the same way, or maybe *gumps* (chickens) or other fowl, the whole savory mess cooked outdoors.

My question was answered by the camp bully, a big carrot-topped boomer of philosophical bent, who liked to hear himself talk. They called him "Rhode Island Red."

"The camp belongs to God almighty," says Red, "and if you're all right with God you're all right with us. There's plenty of timber, straw, moss, water, fire, and plenty of alky [alcoholic liquor]. But mulligan—well, that's something else again. The law of compensation says you can't take something out unless you put something in. I didn't make the law—it was made by the camp—I enforce it. You can stay here as long as you like; but if you want to eat, you'll have to hustle some hoppins. Unless you're a Johnnie Newcomer you know this as well as I do."

As I said, the guy liked to chew the rag, so I listened.

"All right, all right," he says. "You're hungry. Well, I'm gonna show how you can eat. See that tar kettle there? It holds about a barrel of anything you want to put into it. Right now it contains hot water, but tonight I'm taking a detail of men out to fill it. Now, here's the layout. . . ."

Red explained there was a carload of live chickens on a sidetrack by the depot in town. All kinds. Big ones, tall ones, fat ones, Plymouth Rocks, Leghorns—all in crates. A whole express car full. A score of volunteers would sneak out of the jungle at night, go down to the depot, and grab as many of the crates as they could get away with. Some crates had only a pair of chickens in them; others had six or eight. The plan was for each man to pick out a crate containing a large number of chickens.

"If you fail," Red said, "don't come back to the jungle and expect to eat."

So that night 20 or so unshaven stalwarts disappeared in the darkness toward San Bernardino. A war council was held in the underbrush. Red spoke up again.

"Two of you men go down the track a few blocks, pick up some dry leaves and straw, place them in an empty boxcar, and set them afire. Then return here. When it's smoking good, you, Dutch, run over to the depot and tell the agent there's a boxcar burning down the track. As soon as they leave the station to put out the fire, the rest of us go into action. It's every bozo for himself. Grab a crate, take to the brush, and hike for camp."

There were two men in the station and both ran over to the smoking car. The denizens of the hobo camp moved with trained precision. Each grabbed a pen of squawking chickens, four men lugging the big containers, one or two lugging each of the small ones.

The raiders solemnly toted the crates down to the river bank near the jungle and there they held sacrificial rites. Then they dumped the slaughtered fowl back into the crates, took them to the campfires, and scalded them in the tar kettle. One squad neatly picked off the feathers, another degutted and cut up the poultry, a third buried the feathers and refuse.

Each job was handled efficiently. After that, all hands went back to the stream and washed in cold water. Finally, after cleaning the kettle, we plopped the chickens into the great pot. Then we broke up the crates to feed the roaring flames.

By that time the midnight prowling detail had returned with paper bags full of cabbage, potatoes, onions, chili peppers, tomatoes, and parsley. Somebody even brought along a bag of salt. At two in the morning our mulligan started to simmer. By sunrise it was prime. And we were famished! Bowls and spoons mysteriously appeared and we dug in.

The stew lasted us three days. Tramps for miles around heard of the feast and drifted into camp. They tried to wheedle us into sharing with them, but only those who came with dessert for the gang or other food to vary our diet were permitted to more than sniff the mulligan.

Meanwhile, there was hell to pay at San Bernardino. It seems that a lot of pedigreed chickens had been stolen from an express car. The loss was terrific. Those fowl had been the result of years of scientific breeding and had been exhibited all over California. In fact, at the time of the theft, they had been awaiting shipment to the Los Angeles County Fair at Pomona, where they were expected to win medals, cups, blue ribbons, and cash prizes in addition to the long list of awards they already held. These haughty birds were rare breeding stock. But by the time railroad bulls reached our camp there was no trace of them, and most of the men had scattered.

Years ago, if you had chanced to visit hobo jungles on the West Coast, you might have heard men around campfires tell about the "million-dollar mulligan," as it was called. Many a wandering brother claimed he was either a night yardmaster at Pocatello or else was "in on" the greatest stew of all time. But Rhode Island Red, "Circus" Doyle, "Fishmouth" Ferguson, and other famous boomers—if they are still living, will tell you there were less than 25 men in that raid, and Charley Chrysler was one of them. ●

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RECORD of the MONTH

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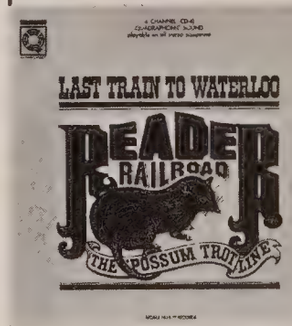

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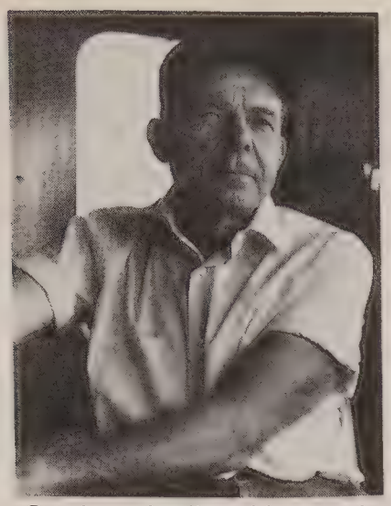
FRANK CLODFELTER

Frank captures early morning light for shot of Cumbres & Toltec Scenic 487 leaving Chama coal shute in 1974.

Photograph by Frank Clodfelter

Interesting Railfan No. 164 by Freeman Hubbard



Our hero in diesel loco cab.
Photo by Richard J. Cook,
Brotherhood of Loco. Engineers

Southern Railway Carolina Div. freight crossing Green River bridge en route from Asheville, N.C., to Hayne, S.C., via rugged Saluda Mountain.
Photograph by Frank Clodfelter

HOW MANY of our readers have traveled and subsisted on nine cents for more than 2,000 miles without riding a freight or panhandling? Only one, I think. His name is Frank Clodfelter. Besides being a Southern Railway engineer and a photographer *par excellence*, Frank is also the author of fact articles in this and other magazines.

Before considering the nine cents, let's start his journey through life. Born June 20, 1911, in Asheville, N. C., our hero has lived there ever since, currently at 36 Westchester Drive, zip code 28803. In the Clodfelter clan the words *railroad* and *Southern* are synonymous—unless you work for the Southern it isn't railroading. I may have exaggerated a little, but you get my point. Frank's father, James F., was general foreman of car repairs at Asheville; his Uncle Ed and a cousin were car inspectors, and an uncle of his wife was a passenger agent—all on the Southern, of course. (Actually, for short periods, Frank also worked for the Pennsy and the Florida East Coast, the latter not being in engine service.)

Frank's mother introduced him to railroading on his father's passes.

During Jim's fifty years of active rail service he sired four children, Mildred, James, Frances, and Frank. The kids' mother had plenty of free passes to take them on train trip, and often did.

"We were introduced to the world of Pullmans, dining cars, and a hail of cinders through the open windows of day coaches," Frank tells me. "My environment was like the title of your first book, *Railroad Avenue.* Riding on Dad's passes and later on my own, I traveled by rail through all of the then 48 states and from coast to coast in Canada."

Jim Sr. often took Frank to visit his repair track through the Asheville freight yards. One year the old man was awarded top prize for having the neatest and safest rip track on the Southern system. Loving the sounds of railroading, he advised the lad to look and listen. He knew the whistle blows of most freight and passenger hoggers on his division and would say, for example:

"That's Bob Armstrong on 5063—a Santa Fe type—telling the world he's headed for Spencer. He sure knows how to quill that bootleg whistle."

Frank sighed. "Both of my parents are gone. I'd give all I own to be able to talk railroading again with Dad or go on another train trip with my mother."

He began taking railroad pictures in 1932 while en route to Seattle, traveling in a day coach, eating out of a paper bag, and using a size 120 Brownie box camera. At that time, being employed by the Southern as a coach cleaner at $2.32 a day for only four or five days a week, he could travel on his own pass but could not afford the luxury of a dining car or a Pullman sleeper.

HIS HEART was bigger than his brains. Frank has always been impulsive, generous to a fault, and sympathetic toward wild and domestic animals. On this trip, in a Depression year, almost everyone he knew seemed to be broke. One family he met in Riverton, Wyoming, was so famished that Frank bought them two large

Southern Ry. train 22 (eastern leg of *Carolina Special)* bound for Greensboro from Asheville, N.C., yards in 1940s. Frank claims that this picture is one of his favorites because it contains action, human figures, a curve, bridge, mountains, mail car, clerestory car roofs, and an 1800-switch engine with switchman hanging on car. Diner at left is fresh from rip track ready for the *Asheville Special.*

bags of groceries, but the nine cents in change that the store clerk handed him was all the money he had left! Dismay engulfed him. The housewife to whom he donated the food offered to fill a big bag with sandwiches of home-made bread for him to eat on the long journey back home. Frank accepted it eagerly.

Upon boarding the train at Riverton, he resolved to make the sandwiches last for three days. But train-riding whets your appetite. By nightfall that first day, after sharing his lunch with other hungry passengers, his bag was empty! Saving his nine cents for "an emergency," the youth tried to swap five cents in stamps for a small chocolate bar, but the news butcher said no.

To make matters worse, a Chicago & North Western conductor inadvertently punched two brackets, instead of one, on his pass. This cancelled his transportation over the last division into Chicago. The man in a blue uniform with brass buttons told Frank to explain this mistake to the next ORC. But the latter, possibly fearing a spotter, rejected the explanation, although Frank was a railroad man himself, and was hungry and within nine cents of being penniless.

"Your pass is no good," he said.

Frank was desperate. "It's your move. But if you *must* put me off, please do so in the country, where farms are. I could at least offer to cut wood or do some other work for a meal."

The skipper shrugged his shoulders and walked away. Frank stayed on the train. But he still had problems. Arriving at Chicago, he was like the guy in the folksong, *I'm Nine Hundred Miles from Home*—farther than that, in fact. Rain was drenching the city. Unable to pay even a dime for a bus transfer from one station to another and too proud to beg, he trudged the distance afoot, lugging his suitcase. He hadn't eaten for a day and a night! However, he still had a pass to Asheville.

"I took a day coach on the *Carolina Special* out of Cincinnati on my home road," he recalls. "Two men in the seat ahead of me opened a shoebox crammed with fried chicken and slices of apple pie. I wanted to join them, but was

Photo of Frank at 19 cutting wood at Linville Falls, N.C., made in June, 1930, the year that he graduated from the Asheville high school.

too timid to ask. All through their meal I suffered. At length they finished eating. One man loosened his belt and said he was full enough to pop. And I felt famished!"

IT SEEMED like forever before the train pulled into Asheville. The first person Frank saw there was a friend, a car inspector named George Poole.

"Hi, George!" he called out. "Please lend me some money. I'm starving."

George laughed, held out a handful of change, and Frank ate a meal at Nick's depot cafe.

In addition to the misery of hunger on that trip, most of the railroad pictures he had shot were ruined by a cheap photo finisher. As a result, Frank Clodfelter made two decisions: he'd buy professional equipment and do his own finishing thereafter. For years he spent a lot of spare time in learning the technique of photography and he acquired a 4x5 Speed Graphic. Today, he uses many cameras: a 4x5 Linhof, a 120 Rollei, a 35mm Nikon, a Leica, and a 16mm Bolex movie camera, besides an array of old ones.

"I have chased trains on picture trips all over the U.S. and Canada," he tells me. "In 1968 I shot the Union Pacific 8444 with Henry Griffiths of Boise, Idaho. We chased trains together again when we met at the Golden Spike Centennial in 1969. I manage to learn something from every photographer I team up with."

Hank Griffiths, himself an *Interesting Railfan,* recalls Frank Clodfelter's generosity, "When you're out taking pictures or just getting together, he always tries to pick up the tab. He can handle more cameras at one time than any other photographer I know. It's amazing to watch him use a 4x5 Graphic, two movie cameras, and two 35mm's simultaneously, with two tripods. When hiking down the track, it's hard to keep up with him. Where does he get all that energy?"

FRANK says: "On photo jaunts I shoot mostly trains with a pleasing background, utilizing when possible the knowledge of composition I acquired as secretary of the Asheville Artist Guild. Like many other camera men, I try to frame a picture with a tree or something else in the foreground to give it depth. This calls for imagination. You don't need a train to make a picture interesting. Fitting one or more human beings into a scene often adds to the drama of railroading. By looking at a good picture of a station exterior you can visualize incidents which happen there. Inside, too, you can find variety and charm."

One of his shots that Frank is especially proud of shows men adjusting the pops of a steam locomotive. Such men and all those handsome green and gold Mountain types of the Southern are gone forever.

"I have always admired craftsmanship," he comments, "especially men toiling at everyday tasks. Steam is more dramatic than diesel power, but I also found beauty in the passage of diesel-powered No. 22 on the eastern leg of the *Carolina Special,* another photo of mine that gives me deep satisfaction.

"I was often engineer on this train on its 171-mile run over our Carolina Division—it has been since discontinued—and shot it in many positions. That one picture, however, preserves for the archives many things I consider important. I had climbed a high

Clodfelter covered the East Tenn. & Western North Carolina narrow-gage for a photo-story in 1939 while chief photographer for Asheville *Citizen-Times.* A section hand, furnished for the "private car" trip in the Doe River gorge in eastern Tenn., takes photo of Frank pushing car up grade.

Frank took this photograph of Anne Davis Jones in '38, when he was 27 and she was 20. Two years later, on July 8th, they were wed in Knoxville, Tenn.

His first rail photo after graduating from box Brownie was this 1933 view of Southern's 15 *Asheville Special* between Old Fort & Ridgecrest, N.C.

light-tower with my 4x5 Speed Graphic to gain perspective. I studied the scene to show the grace of a curve, a bridge, mountain background, tracks, switches, crossties, human figures, the mail car next to the engine, clerestory roofs of passenger cars, and an 1800-class switch engine with switchmen hanging onto a car. A lone passenger car at the left, after a brief trip to the repair track, is awaiting a butthead to take it one mile to the Asheville station to be hooked up to the train to New York."

Still another of Frank's favorite photos shows the Cumbres & Toltec narrow-gauge in early morning light just before it departed from Chama, New Mexico, one day in 1974.

"I like to get up before sunrise to see the earth in remote places," he states. "Dramatic light rays and misty fog bring an expectancy so strong that you don't notice the bite of the cold nor summer heat."

Frank lacks an inch of being a six-footer. Well built at 180 pounds, he has cornflower-blue eyes and a strong Irish face. He strides at a fast pace. His nature is a blend of the serious and humorous, with a broad-gauge interest in a variety of areas.

His job with the Pennsy, on the Maryland Division, lasted only a year. He had previously worked for the Southern as coach cleaner, rip track laborer, machinist helper, clerk, blacksmith helper, photographer, and patrolman, and hired out to the Keystone Road in 1942 only because the Southern had no available opening for fireman. After yard and freight pool jobs on the Pennsy, he did some passenger running, mostly on GG-1 electrics.

"I'm thankful that I also had the opportunity to fire their steamers—notably the K-4's. Man, what a running piece of plunder, black and somber, but all business—with some great hoggers!"

NEEDING money to help bring his family to live in Baltimore, he wrote several fact-stories for *Railroad Magazine.*

"I wouldn't have written them if I hadn't been broke," he admits. "I also sold photos or articles to *The National Geographic* and *Nature Magazine,* and later to other publications. Meanwhile, I went back to the Southern, but was furloughed in 1949 for several years because of the change from steam to diesel power on the Asheville Division (now called Carolina Division)."

In 1949 he tried to get a job as engineer with the Florida East Coast on a seasonal basis, their winter business being heavy. But he could not be hired until his records arrived from Asheville. Besides, the FEC had an agreement with the Brotherhood of Locomo-

Frank Clodfelter hiking in the Great Smoky Mountains National Park, located in western North Carolina and eastern Tenn. His favorite form of exercise is hiking in the woods. In addition to taking many railroad photos while hiking he has won 20 local, state, and national photographic prizes of wildlife, scenics, and human characters. Frank prefers companions, but when he can't find them he hikes alone. He made this picture of himself with a self-timer on 5x7 view camera on tripod with Schneider lens.

Whitney Davis, machinist in foreground with wrench, and machinist-helper Jack Connor adjust the tension of a safety valve, in accordance with the boiler-pressure reading of the test page gage shown in the foreground. This Southern Ry. Mountain type locomotive was equipped with three pops located at the highest point of the boiler. One valve was set at a running pressure of 200 lbs. others at 202 and 205 lb. operating pressure. Frank made this photo at Southern's Asheville roundhouse in '41. He considers this rarely recorded event, among his five favorite railroad photographs taken by him.

tive Engineers not to start a man's seniority until he was actually needed on the extra board. So, in dire need of funds, he worked two months for the FEC as a clerk.

"I had enough money for meals, but not for a room," he recalls, "so I slept on park benches. I never cracked a throttle in Florida. However, I did make a number of photos of FEC steam and diesel-powered trains which later appeared in magazines and books."

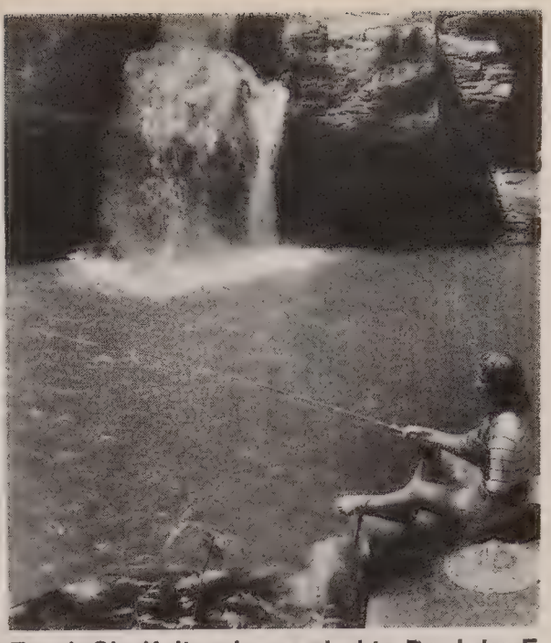
"Little did I realize," writes Richard J. Cook, assoicate editor of *The Locomotive Engineer*, "when I was reading *Railroad Magazine* avidly as a young and enthusiastic railbuff over 30 years ago that one day I would meet that Southern Railway fireman named Clodfelter who wrote fascinating items about his part of the country and who, even then, was an ace photographer. I met him in person for the first time on June 24, 1972, on a business trip for the Brotherhood of Locomotive Engineers. He served the Brotherhood as a legislative representative from his division to the BLE State Legislatve Board for North Carolina.

"Frank is soft-spoken and self-effacing. He'd rather hear about you than talk about himself. Before the Asheville-Salisbury passenger train, Nos. 3 and 4, was removed a few months ago, he was its engineer. Now he is running between the same cities on a fast piggyback train."

"For Brother Clodfelter there is always something to do. And when retirement comes he will be just as busy as ever and will be seen wherever there is something unusual happening on the railroad, camera in hand, to record the event—with an artist's touch.

"One of his joys in recent years has been, on numerous occasions, to be at the throttle of Southern's steam runs. His passion at the moment is writing a book which pays tribute to the Steam Age through text and photographic illustrations and in paintings made for him by Howard Fogg. It will be a significant contribution to railroad literature."

Frank comments: "Regarding time and money, this is the most challenging work of my life, writing a book on a regional look at U.S. and Canadian steam trains."



(Left) Nelda, daughter of Anne and Frank Clodfelter, is married to Dr. John E. Coligan of New York City. (Right) Nelda, at 19 and student at Asheville-Biltmore College at time picture was taken, enjoys day of fishing at Linville Falls.

Anne and Frank's younger daughter Rebecca, age 23, at their Asheville, N.C., home in March, 1976. Contented Basset hound on tractor belongs to Becky, is four years old, and answers to the name of *Patches*. When Frank comes back from a run on the road, or returning from photo trip, this is his pleasant home seen in photo.

ACCORDING to William F. Noall, editor of *Ties,* the Southern's employees magazine: "When you visit Frank Clodfelter, you're Number 1. He stops everything else and spends the day with you."

Frank also does quite a bit of visiting, one of his hosts being Howard Fogg, railroad artist and one of our *Interesting Railfans.* Howard has only superlative terms for him.

"If there's a better man around," he says, "I never knew him. We first met in Ogden, Utah, in 1969 with a group that included such railroad photographers as Hank Griffiths and Dick Kindig. We had assembled to view the Golden Spike ceremony. I liked Frank from the start, his North Carolina mountain drawl, his integrity, his kindness, and his love of nature. When he says he's going to do something, you'd better believe he will. He is almost Victorian in his courtesy. He doesn't own a credit card, always pays cash, and is a prolific letter-writer.

"I have hundreds of his letters in my files," Howard goes on, "the reason being that in the past six years I have done fourteen original paintings for the book he is preparing. He has very definite ideas what he wants in these paintings; hence the volume of correspondence."

Howard confirms the impression of Frank's stubbornness that I got from his wife, the former Anne Davis Jones of Asheville, only she put it even more strongly: "I have never known Frank to be lukewarm on any subject," she said. "He is vehemently for or against just about everything he can think of."

Howard continues: "Engineers just don't write to railroad presidents, but that didn't stop Frank. He wrote to the heads of the SoPac, UP, Santa Fe, BN, Southern, N&W, etc., and all of them answered personally, giving Frank the comments he wanted about locomotives for his book. Something about this guy, Clodfelter, impressed them."

In the fall of 1974, while Frank was visiting the Foggs in Boulder, Colorado, and driving a Chevrolet, loaded with cameras and film, the car crashed.

"They had to pry him out of the Chevvie, which was totally destroyed," Howard says, "and he was taken to a hospital with possible fractured skull and cracked ribs. My wife and I learned about it only by chance. We hurried to see him, and asked, 'Why didn't you phone us?' 'Oh,' he replied, 'I didn't want to bother you. I'll be fine.' "

The first time he visited the Foggs at Boulder, the town in which *Railroad Magazine's* circulation department is located, he was wearing a smart-looking new suit.

"Take that thing off," Howard said. "People here are more informal. You hillbillies don't know how to dress."

Later that year, 1974, Frank visited another famous artist and *Interesting Railfan,* Otto Kuhler, and his lovely wife, Simonne, at their ranch home in Santa Fe, New Mexico.

"That proud old Prussian, as Howard describes him, wore a suit most of the time," Frank recalls, "except when painting his great canvases or being around the house. With him I chased trains as I had done with Howard Fogg, but with Otto I wore a suit."

The latter writes: "For years Frank Clodfelter has been a friend of mine. My file on him is thickest of all, since we have much in common. Neither of us is particularly fond of being listed as a railfan, because what may be fun for present generations was hard and painstaking for both of us.

"Perfectionist in all his undertakings, Frank came to my home in his car loaded with cameras. With an uncanny precision he drives within six inches of the curb so that other drivers may have plenty of room to pass. We headed north, partly along the old right-of-way of the Chili line, with its Spanish-Indian culture, of which much is left. Frank took pictures everywhere, with an artist's eye for composition, light, and shadow, avoiding the overadvertised and jazzed-up scenic high spots.

"By following the tracks of the Rio Grande's east-west line through a dramatic setting in the valley of the Arkansas, we found the first live right-of-way and ended our second day of leisurely travel around Pueblo, Colorado.

"Next morning it struck me that Frank, who had spent much time on steel rails, had never seen how a rail is made. So I guided him to the Colorado Fuel and Iron mills in Pueblo, where crouches one of my 5000-hp pets in a dark corner of the vast plant, driving a huge rail-mill stand. When activated, with ground-shaking thunder, she grinds a great block of redhot steel and squeezes it, running it back and forth, into miles of rails. For over half a century she has been doing this. This mighty giant was born in my homeland of the Ruhr in Germany. Single-handed, she has probably done more to open the West than any other machine."

Simonne comments: "Being a very serious man, Frank must have known loneliness. He is a type you can trust, not only for his work, but his integrity goes beyond that. I wish there were more men like him in this world."

FRANK FINISHED high school in 1930 and he attended Asheville-Biltmore College during one semester in 1931-'32. His hopes for a college course in forestry went glimmering with his father's loss of life savings in a bank failure. There were many bank failures in those Depression years. Frank lost his own savings, consisting of one dollar, in the same bank. In order to spare his father the expense of his keep, he took his first paid job—working for room and board, plus one dollar a week, on a mountain farm for seven months.

"Although I was a city boy," he tells me, "I learned to chop wood and use a cross-cut saw at two below zero, grub stumps, milk cows, attend hives of bees, feed laying hens, hoe corn, and so on. I even loved this outdoor work and simple living. The East Tennessee & Western North Carolina narrow-gauge station at Linville was twelve miles away. On clear days I could hear Sherman Pippin, engineer on the 9-spot, blowing his whistle. Only a railroad buff can realize how I wanted to tear out of that corn patch, grab my 120 box Brownie, and watch that train go.

"Back home in Asheville, our

mayor killed himself after a bank failure. During my stay on that mountain farm I decided that a man who based his life and success on material things was lost. Why should you commit suicide, I asked myself, when you could watch a steam train trailing a smoke plume or enjoy the beauties of nature?

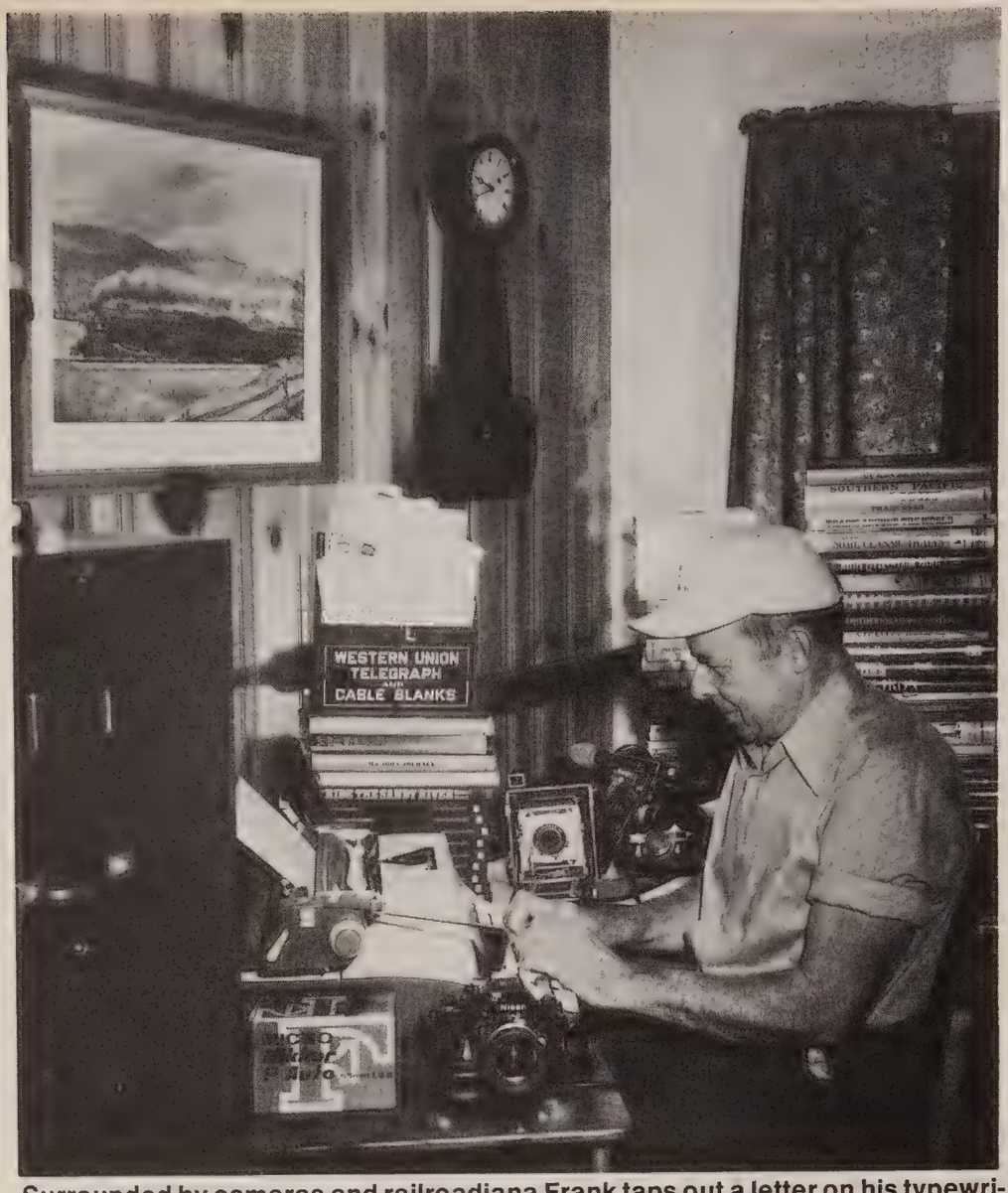
"Photography has taught me to appreciate life. Ugliness gets enough attention in newspapers and on television. I use photography to preserve moments of beauty. Photography has helped me to see. It has forced me to look closely at life. I am excited by the haunting beauty of a steam engine, the delicate beauty of wildflowers and the regal beauty of animals, especially while they are protecting their young. I use photography to celebrate life."

Frank won his first photography contest in 1934: a blue ribbon from the Asheville Art Guild for his picture of a North Carolina mountaineer holding a muzzle-loading rifle. Since then he has won 19 other, local, state, and national photographic awards. Two were for railroad pictures. The others were mostly scenic, wildlife, or human characters.

More than once he turned down offers for promotion to road foreman of engines because, he says: "I prefer to run a locomotive and have the personal freedom that I would not have if I took a job as a company official. Also, being a brass collar would interfere with my photographic career."

He enjoys a bit of music as well as books on history, travel, photography, railroading, and some of the classics. Also hiking, swimming, gardening, camping, and trout fishing, but never hunting with a gun. He loves animals too much to shoot them.

"I should have been born an Indian," he states. "I worship the landscape, trees, streams, sky, and all nature. If I were an Indian, I would be the white man's worst enemy, because our civilization has partly destroyed a superb continent. Life's greatest pleasures are simple ones. A quiet walk in the woods. Tiny blue flowers in moist rocks. Billowy clouds, no two alike. The smell of earth and trees and plants. Alert animals. The soft shadows of bright moonlight."



Surrounded by cameras and railroadiana Frank taps out a letter on his typewriter. The Ps-4 painting above him is one of 18 painted by Howard Fogg for a book.

ONE OF THE PICTURES Frank made, "the shot of a lifetime," was taken in winter on the wild back slope of Mt. Mitchell, the highest peak in eastern America, near his home. He and a companion named Sol Reese chanced upon a native mountaineer who was excited about finding a hibernating black bear under the roots of a blight-killed chestnut tree. Frank was eager to take its picture.

"At mid-afternoon we arrived at the bear's quarters," he says. "No one but a photographer can understand the nervous haste I was in as I unpacked my 5x7 Agfa view camera. You don't know how a bear will react if disturbed while hibernating.

"I got down on my knees in front of the sleeping bear. My head was under the black focusing cloth, peering through the view camera, watching the beast for signs of movement and preparing to shoot at close quarters with sensitized film. The Schneider f/8 90mm wide-angle lens required me to move closer than desirable to get a close-up. The black bear against the dark interior of its home would not stand out or be visible without the use of flash. Having no flash cord synchronization, I overcame this problem by cutting the lens aperture to f/32 so that a quick bulb shot would not over-expose the outside or sunlight foliage while I fired a hand-held flash bulb at the moment the shutter was opened and closed.

"The bear raised its head and yawned moments later after I had flashed the first picture, and naturally I missed this rare shot. Then it dropped into a sleeping position as if unaware of human

presence. Everything went quietly until Sol Reese got in on this unusual picture. Maneuvering into position, he broke some brush with his boot and the bear moved slightly. I exposed my second shot, Sol looking in on the sleeping bear. Then the aroused animal moved and growled, and we suddenly realized we didn't have even a pocket knife to defend ourselves.

"Jumping to my feet in fear and clinging to the tripod-mounted camera, I ran down the rugged mountain slope. But that kind of beast is rated harmless. A friend said later: 'If you had only known, the bear was probably running in one direction while you ran in the other.' Even so, the photograph proved to be one of the most famous North American animal pictures ever made. It won a prize in every contest entered."

THERE ARE two versions, his wife's and his, as to whether or not they have a successful marriage. Anne is a deacon in the Kenilworth Presbyterian Church and taught school for 18 years. Her romance with Frank, at least from Anne's viewpoint, was not exactly a case of love at first sight.

They met when she was 19, he was 27. After a stormy courtship they eloped to Knoxville, Tennessee, July 8, 1940. Their life together has been a checkerboard pattern of happiness and tumult. It seems, from what she tells me, that he is too dominant, strong-willed, and emotional, as well as spendthrifty. He also has many good points.

"Frank is loyal," she writes. "We both respect our marital vows and on that score have full confidence in each other. He is the hardest-working man I have ever known, has great professional integrity. He scorns those who are lazy or careless; and he never dissembles. If he doesn't like you, you don't exist; if he likes you, he can't do enough for you. I have almost never known him to engage in small talk or gossip.

"His kinship with the earth fascinates me. When planting a flower, he caresses the soil as a mother fondles her child. He likes animals, too, but children make him nervous. He is hard to cook for because he likes only a few foods. Our diet is uninspiring. There may be some people who dislike him, but I am sure there are more who *do* like him, because they know he stands for the decent, honorable thing. No doubt about that!"

Frank's version of their marriage: "We married because we had much in common and fell in love. We're both fond of beauty in animals and flowers, early American furniture, and travel, and neither of us smokes or drinks. I met Anne in 1938 in her last year at Greensboro College and dated her for two years while she was teaching school, taking her on trips into the mountains while I was off from my job as chief photographer for the Asheville *Citizen-Times* newspapers.

"Our marriage has been a success, due to Anne's wise and loving personality and consideration for others. I have always loved my wife and daughters and regret the problems caused by my explosive temper. I am a heavy spender, while Anne is conservative."

Frank and Anne have two daughters: Nelda, 34, and Becky 23, and a grandson, Kent Reynolds, is 11. Nelda, who graduated as a Phi Beta Kappa from the University of North Carolina, is married to Dr. John E. Coligan, immunologist at the Rockefeller University. Becky a warm and lovable personality, graduated from St. Genevieve-of-the-Pines Secretarial School. She is now associated with a religious group in Utah. The Clodfelter family also includes a Basset hound named Patches and a mocking bird named Butch.

Nelda tells me: "Traveling with my father in an automobile when I was quite young was always unpredictable—unpredictable because you never knew exactly where or when you'd arrive. He packed the car to the hilt with photographic equipment, forgetting that Mother and I (later two daughters) had to be squeezed in somewhere. Usually we rode on top of the gear.

"Even in an automobile he wore his engineer's peaked cap, wore it proudly, especially after his hair had begun to thin out. Every half-mile or so he'd see something he wanted to photograph and would unload the car and take lengthy calculations of the best shot. It seemed that Mother and I spent more time with Dad in a car than in our home. I'm sure he runs his trains on more punctual schedules than his motor trips."

TOM CHEESBOROUGH, who made our front-cover portrait of Frank Clodfelter, recalls how exhilarated he felt while riding with him in the cab of Southern's E-8 No. 6903, one of three handsome green-and-white diesel units, on the NHRS convention special from Morganton, N.C., to Asheville last August 28th. Clodfelter was at the throttle from Salisbury to Asheville.

"Boarding the cab while the train was taking on water," Tom

writes, "I sat on the third seat at the left, having my camera gear in readiness. Soon we were off, with two screams from a real steam whistle mounted on the steam-heat generator of the 6903. Frank coolly eased the throttle through the numbered notches and we picked up speed, climbing a slight hill with the roar of diesels wheeling the 19-car special. All too soon we stormed through Old Fort, with steam whistle blaring, and ascended the grade toward Ridgecrest as the throttle swung back and forth between 5, 6, and 7.

"Anyone who has taken this trip knows it includes some of the most spectacular scenery in the East, 45 minutes of crisscrossing back and forth through cuts and tunnels and over Mill Creek several times, with magnificent views of Andrew's geyser. Upon nearing the summit at Ridgecrest, your diesel engines are full throttle while you pass through the 1800-foot Swannanoa tunnel, the rhythm tingling your spine.

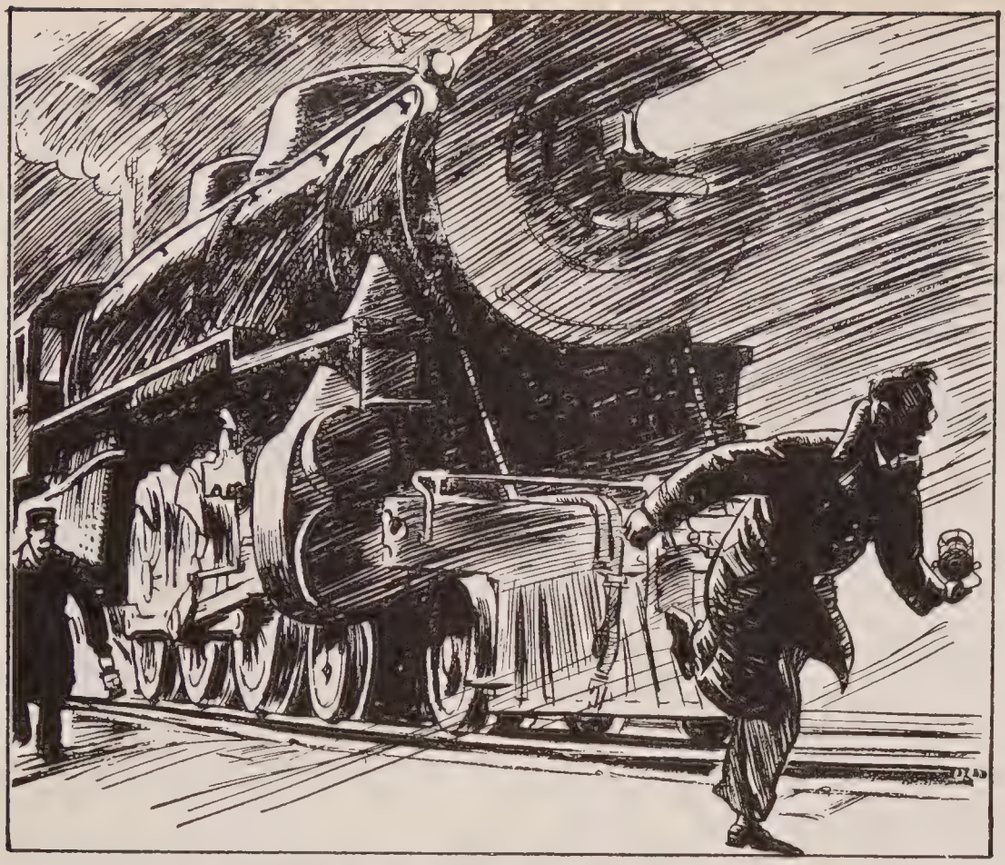
"Frank explained, as I watched over his shoulder: 'You must be careful, in operating the throttle and automatic brake in conjunction with each other, to avoid slack action. During the entire trip, besides gawking at the scenery, I took many pictures, all the while being enchanted by the smoothness and ease of Frank's handling the train. Just behind our diesel units was car No. 1, the heavyweight business car of W. Graham Claytor, Jr., then president of the railroad and one of your *Interesting Railfans.*"

Nancy Brower, columnist on *The Asheville Times,* where Frank worked for a while as staff photographer, writes:

"I have had the rare privilege of riding in an engine cab when Frank was at the controls. Our trip was over some of the steepest grades and curviest track in the country—from Asheville over the crest of the Blue Ridge Mountains to Old Fort—but he managed brakes and throttle so expertly that we rode smoothly. Frank said an old conductor once told him that passengers would forgive almost anything except spilling their coffee.

"If I had to go to my last reward on a train, I'd want Frank Clodfelter at the controls." ●

Frank took photo of B&O passenger train near Rosedale, Md., in '40 while with Pennsy.



BAKEHEAD HENNESSEY

by E. S. Dellinger

TWO HIGH-WHEELED passenger engines stood on the outbound track, coupled and ready to go. Steam was crying in their boilers; their air pumps chugged and squeaked. Smoke climbed skyward from short stacks and lights gleamed in their dingy cabs.

Toward them, breaking through the fog-screen which overhung the engine yard, strode Barney Hennessey. His mouth was puckered in a tuneless whistle. But when he saw the lighted torch on the side-rod of the rear engine and beheld Thomas Ryan going carefully over the driving gear, his whistling died out.

"Hello, dad!" he saluted as he squeezed past, his clean overalls brushing dirty ones.

But old Tom Ryan didn't return the greeting of his daughter's husband. He moved away. The red scar on his hamlike face grew redder at the edges. His lips, unshaven and still black from yesterday's soot, drew down in a tighter line.

When Barney and his fireman were even with the pilot of the rear engine, Tom jerked his torch off the side-rod and strode after them, bellowing, "Hennessey! Hennessey!"

Barney sauntered back to meet him. The fireman stood uncertainly. Tom stopped. In a voice thick he snapped: "Hennessey! I want to know what sort of frame-up you fellers are pullin' here tonight."

"Frame-up?" queried the young engineer in surprise.

"Yes, I said frame-up. That's exactly what it is—puttin' you out here in Miller's turn on the most important run that's ever gone over the RM&D road. An ignorant bakehead—barely old enough to pull passenger. Puttin' you ahead to handle the air—an' then callin' me to play second fiddle to you—lettin' me run the helper engine while you handle the train an' git the credit for it!"

Tom clenched his great fists. Barney set down the grip, stood slapping the palm of his left hand with his gauntlets. His lips were clamped tight.

Both firemen, startled by this outbreak between two engineers who had spoken only once in ten years, came hurrying toward them, ready to interfere if they came to blows. But at the sight of the scar on Tom's face, Barney took a firm grip on his flaming temper and answered in a voice scarcely audible above the screech of air pumps and the wail of steam.

"There's no frame-up, Ryan. Miller laid off sick on call and they came after me. If they'd told me I was to doublehead with you—"

"That's a lie, Hennessey! And you damn' well know it!"

"Be careful, Ryan." Barney spoke like the first whisper of distant thunder, but Tom paid no attention.

"You've framed this thing, you and your college outfit—framed it so you could handle the air on this trial trip of the mail an' humiliate me. I know your breed. That's the way with a gang of lowdown college sissies."

SWEARING and muttering, the old hogger stormed back to his oiling. Barney glowered angrily after him for a moment, then hurried to the forward engine, threw his grip into the gangway, and followed it up the steps. Fireman Eddie Mason quit sweeping coal out of the littered deck and turned toward him with a grin.

"Old Tom kinda got hos-tile tonight, eh?" he ventured.

"Maybe he had cause, Eddie. Do you know who had me called for this mail run?"

"Superintendent Moran had you called, Bakie. Why?"

"Then Miller's not sick?"

"No. Who said he was?"

"Caller told me that he laid off sick on call."

Eddie burst into a laugh.

"He laid off sick on suggestion, Bakie. The big brass collar suggested to Moran that if this train didn't get off the Mountain Division in good time there might be a new superintendent in Hanley. Moran told Miller they had a train on this turn tonight instead of a wheelbarrow. And Miller told Moran that if they didn't like the way he pulled their damned passenger trains, they could pay him fifty miles and go call the next man, the devil, or whoever else they pleased."

Eddie chuckled as he lifted the water jug out of the seatbox. Turning once more toward Barney, he added with a grin: "So Moran got hold of the caller and said, 'Go call Bakehead Hennessey.' And that's how you come to be doubleheadin' with old Tom Ryan."

Barney's first impulse was to tell Moran and the whole lot to go to hell. Why should they call him on this turn when there were a dozen men older than he and eager for it?

But on the other hand, why not? How could Moran or anyone possibly have known he wouldn't feel honored by the call? A year ago, before the Warwick wreck, he'd certainly have had no twinge of conscience about doing anything to plague Tom Ryan. And no one but Peggy knew he was trying to make peace with his old enemy.

Then again, what else could Moran do? Everybody on the division knew that "Terrapin" Miller's fastest pace was fifty miles an hour. This trial trip of the Frisco Mail, the trip which was to decide the contract for the RM&D or for its old rival, the Pacific, would require sixty or seventy miles.

When Terrapin stood for the run, the only thing the crew dispatchers could do was to get him out of the way and put somebody in his place who would set the pace and keep it. Nor was Barney flattering himself in the least when, as he swung down the steps, he grimly decided they had called the right man.

Everybody from the callboy in Hanley to the general manager in Chicago knew he was an engineer. From Chicago to the coast there was not another who could match his skill—*except Tom Ryan.*

Tom Ryan! Funny old devil Peggy's dad was. Take that night ten years ago when the old man had nicknamed him "Bakehead—Bakehead Hennessey, A.B." How Ryan had always hated college men! Probably always would.

The flaring torch by the rear engine left the side rods, moved forward to the pilot, and Tom, clinging to it, climbed across to the other side. His face was turned for a second toward Barney. The young engineer could see the red in the distorted features, where the ugly scar reflected light like a mirror.

If Ryan had not been hard, he, Barney Hennessey, would have been burned to a crisp that night in the Seneca wreck, just as his father had been burned almost thirty years before. It takes a hard man to deliberately cook his own face to a pulp in a jet of steam trying to keep the fellow he hates from sizzling. But that was exactly what Tom had done. And then the way the old hogger had repudiated his own heroic action when Barney had attempted to thank him!

"I reckon, young feller," he had said coldly, "I did make one hell of a mistake down at Seneca that night. But it's too late to rememdy it now—except by murder."

Barney had to laugh to himself as he recalled the meeting.

HIS task done, Tom limped back to the steps of the 3768 and clambered into the cab. Funny that Barney hadn't noticed that limp in the old man's gait before, never saw it until this morning, when Tom had hurried away from the gate to keep from meeting him. Or was it this morning?

It seemed years since little Danny had climbed on his lap and asked innocently: "Daddy, why does gwanpa Ryan always wun away when you come home?"

Barney gathered up the tools and climbed to the cab of the big Pacific. Eddie Mason was singing: "This is not Thirty-eight, but she's Old Ninety-seven."

Barney looked at his watch. It was 9:03. He turned off his cab light and glanced toward the rear. Tom was sitting with his head thrust out the cab window, his elbows resting on the sill. The young engineer reached for the whistle cord, sounded his *Wha-a, wha-a!* Tom did not move a hand.

"Stubborn old cuss!" growled Barney. "Might at least answer a signal and let a fellow know whether or not he's ready to go."

He waited a few seconds then he kicked off his brakes, opened his cylinder cocks, and drove the 3775, enveloped in a cloud of white, towing the 3768 out toward the passenger station.

While they waited in the spur above the station, Eddie Masion came sauntering across the deck and stood in the gangway, watching the line of dark clouds which fringed the north.

"Goin' to rain tonight, eh?" the fireman called cheerily.

"Maybe so, Eddie. Maybe so."

Barney wiped off the levers and the window sill. Eddie slouched back to his post, warbling again in his bass voice. "This is not Thirty-eight, but she's Old Ninety-Seven—"

Barney wished the kid would sing something else. That mournful dirge fitted too nearly into his own mood—that unreasoned fear which had enveloped him since morning.

Far up the track a headlight was glowing. Eddie broke off his song and fell to work with scoop, laying coal in the corners of the big firebox. A hush fell over the terminal, to break into a whirl of excitement as the new train pulled in. Car-knockers swarmed about it.

The flagman, adjusting his markers, dropped to the ground, lantern in hand, to pace nervously up and down the paltform. The conductor changed his stately tread to a nervous run as he went to the office for his orders.

Barney caught a bit of their enthusiasm. The old-time gleam came back to his blue eyes as he sat waiting tensely for the incoming engine to cut off so he could couple on.

Truly, the need for haste was great. Ever since the building of the two roads, the RM&D and the Pacific had been bitter rivals. Due to shorter mileage and slighter grades, the latter had hauled the bulk of the coast mail. During the last four years, however, the new management of the RM&D had spent millions on straightening curves, cutting grades, and buying up connecting lines to shorten its mileage. This year, with the coast mail up once more for bids, its officials had hoped to win a fat contract.

But on the test trip, though everything had been in readiness, the

train had seemed hoodooed. Just about everything. It was coming to the Mountain Division four hours late on the fast time laid out for it; and from Chicago to Denver and from Denver to the coast, the brass hats were frantically wiring their superintendetns to get it back on time and keep it there. The division to the east had made up forty minutes. It was up to the Mountain to do no less.

BARNEY softly coupled his two engines into the head car. An "air" man connected the hose. Compressors racing, clicking, and thumping forced the train-line pressure to ninety pounds. Barney glanced at his gage, then out toward the yard office where conductor Gardner was running to the platform with two sheaves of green and white tissues in his hands. Behind him waddled stout Superintendent Moran. A second later old Tom Ryan was climbing down upon the brick platform to meet Gardner.

Barney watched him, glanced once more at his air gage, then toward the rear. An inspector's light was saying: "Set the air." He opened the valve, watched the needle swing back, and then closed it. After wiping his hand on a piece of cotton waste, he strode toward the men who were comparing watches and reading train orders.

The conductor handed him a set of flimsies in silence. There were only three: two slow orders and the running order. He glanced at the latter.

"Running us as second Seven?" he asked, looking at Gardner.

Gardner nodded. Barney read the order through. He knew that never in the history of the road had such a task been laid out for an engineer—to clip sixty minutes off the time of No. 7, the fastest train through the Rockies on any line.

Air pumps were racing. The pop valve on the 3775 opened and white steam climbed skyward. A dozen lights darted hither and yonder about the steel mail cars. Superintendent Moran came panting up to the group.

"We want action on this run tonight," he began.

"What the hell's the use uh puttin' out a fast schedule for that sizzlin' bakehead?" snarled Tom. "He's got you fellers buffaloed into thinkin' he's a hoghead. Hoghead! Bakehead! Bakehead Hennessey, A.B.!"

The old man laughed bitterly. Barney bit his lip. Moran looked from one man to the other.

"I think that will do for tonight, Ryan," he said slowly. "What we want on this trip is time and not gab. You've got the two best engines on the job. We gotta have this outfit in Sanders on the time of that order."

Barney stood with his arms folded. Tom snorted, turned to the engine. The air inspector was trotting toward them, jerking the bleed cock on each car he passed. Down the platform came the operator on the run.

"More orders—more delay, I suppose," growled Gardner.

They all watched. The operator passed the air inspector and sped up to the waiting group.

"Hennessey!" he said in a voice quivering with excitement. "You're wanted on the phone."

Barney glanced at his watch. It was just 9:30.

"Haven't time, kid," he returned.

"Forget it, fella. Come on. Hurry!"

Barney looked at the superintendent. The operator seemed anxious. Moran nodded.

"Go on, Hennessey. But for Pete's sake, make it snappy. We don't want any delay on this terminal."

Barney and the operator rushed over to the yard office. A moment later he hurried back, his face like chalk. Tom Ryan, who had climbed down under pretense of putting more oil on the main-rod, was standing five feet from the others. Barney went straight to him.

"It's Danny, dad!" he quavered. "Danny and Peggy got hit by a truck going home from the show."

The old man turned slowly. He dropped the long spouted can, and grasped Barney's shoulder.

BARNEY shook off the grip and whirled to the superintendent, who, with the conductor, was crowding close. They all knew little Danny. Everybody in Hanley was acquainted with the little son of Barney Hennessey.

"Moran," Barney's voice broke. "we've got to hold this train until the doctor gets Danny down here. He says there must be an operation that can't be done this side of West City."

"You don't know what you're asking, Hennessey. Hold this train! Why, it would mean the discharge of every man on the job."

Barney laughed mirthlessly.

"Moran, that schedule's slow. I can cut it down—"

"You can't cut off a minute to save your soul, Hennessey. To trim ten minutes off that schedule would mean suicide. We'll order a special for you."

Moran turned toward the office. Barney halted him.

"Mr. Moran, when this train leaves here, Danny will be on it. We are due in Sanders at 12:10. The *Pacific Limited* for West City is due there at 12:13. We will make the connection so that Danny can go on the *Limited* to West City.

Moran considered a moment, shook his head slowly.

"It can't be done, boy," he said at last. "You'll put the whole outfit in the ditch."

"Moran's right, Hennessey," spoke old Tom, all the venom gone now from his voice. "I've made this trip five thousand times. I know every inch of the track."

"You *knew* every inch of it, dad," Barney was speaking more calmly now, as he paced the platform. "You knew it ten years ago. You've failed to reckon the lengthened curves, the heavier steel, the new braces. I'll put this train in Sanders in time to connect with the *Pacific Limited.*"

Barney climbed into his cab, spoke a few words to Eddie Mason. Then he strode down the platform toward the station. Moran was cursing. But when the ambulance roared up, both men and the conductor followed Barney to the station entrance.

Through the entrance came uniformed attendants bearing two stretchers. On the forward one was Peggy, with a broken arm. On the rear one rested little Danny, lying as if dead. Barney kissed his wife, glanced at his boy, and went stumbling up to his engine, the 3775.

Soon the uniformed hospital attendants climbed down from the platform of the day coach. Nine cars away a white light rose and fell. At 9:55 the two engines began

talking first in long-drawn, sighing sobs, then in short, jerky barks, and the string of steel mail cars rolled out of the yards twenty-four minutes after it had entered Hanley.

FOR eighty miles out of Hanley the track of the RM&D unwinds over rock-ribbed hills which rise into the west; or circling these hills, swings up the steep-sided arroyos on broad curves. This stretch was the racetrack of the Mountain Division.

Tom Ryan had made no scientific study of speed. He depended upon experience and intuition in setting his own pace far beyond the limits prescribed by the time-table.

As the two shivering engines snatched the short train out of Hanley and away from the glare of the electric lights, Barney looked northward. The fringe of cloud had become a bank of black stretching from the eastern horizon to the mountain barrier. Lightning flashed. Somewhere to the west the storm must cross his path.

When they approached the first curve Eddie Mason straightened in the swaying deck, tossed his scoop aside and stumbled to the platform. He shot a startled look out at the curving rails ahead, at the blur of huddled pistons streaming back into the darker night, at the smear of smoke lying low over the weaving cars behind. Then he stared across the cab at Barney.

Barney's throttle was all but closed as, running seventy miles an hour, he streaked down upon that curve. He shifted a hand from brake valve to throttle, but instead of closing, he widened it a bit. Accustomed to the pace of old Terrapin Miller, Eddie gasped and clutched at the window frame. Barney let his hand drop back to the brake valve, kicked five pounds of air under the train to take out the slack, released his brakes, and reeled on. Breathing once more, Eddie dropped into the deck to spread coal over the roaring inferno.

Barney glanced back, saw the dim figure of Tom Ryan leaning from the window. It was but a silhouette, a shadowy outline. He could not see the look of excitement, of fear almost, hovering over the old man's scarred face. Nor could he see that Tom had closed his throttle as he blared down upon that curve, doing more than sixty there for the first time in his life. Neither could he know that as the engines had cleared the curve in safety.

Tom gulped and swallowed hard, wrinkled his scarred face, and muttered to himself: "Too fast! Too damned fast!"

As the *Mail* hurtled down through Hogan, Barney looked at his watch and dropped it back into his pocket with a grunt of satisfaction. In forty miles he had made up grim four minutes of the lost time.

He stood up to test his lubricator, glanced across the cab at his fireman. Unmindful now of their mad pace, Eddie was sitting on the seatbox singing: "This is not Thirty-eight, but she's—" He whirled around, dropped to the deck to fill the firebox once more. Barney laughed.

WHEN they charged down past the station at Walnut Grove the minutes regained had grown to eight. Barney watched the thickening sky, turned to look back where Tom Ryan still leaned from the cab window, on toward the rear where lights glowed in the lone day coach, felt himself wondering how Danny was.

Gardner would come over for the clearance at Seneca. Then he'd know how Danny was. There were the lights at Seneca now, eight green globs, two yellow ones and a red, rising out of the night. Barney closed his throttle.

"Goin' to take water, are yuh,' Bakie?" yelled Eddie, turning on the blower and crossing the cab.

"You bet. No time to take chances tonight, boy."

As soon as he had stopped the train with the forward engine spotted at the Seneca tank, both Barney and Tom swung down with torch and oil can, dabbing grease at slots and holes, twisting grease plugs down in their sockets.

A lantern came off the rear coach. It bobbed up and down—conductor Gardner coming over for his clearance. The lightining in the north was incessant. Thunder rolled in. Moving his oilcan with shaking hand, Barney watched the light until it had almost reached the dim figure of Tom Ryan. Then, still holding his can, he ran back to meet the skipper.

"Well?" he questioned hoarsely, before Gardner had time to speak.

"No change," was the laconic reply. "Doc says it's time that counts. If you make Sanders—"

Tom did not look up from his oiling. Barney turned back to his engine.

Gardner cleared his throat and called: "Hennessey, you've made the best time ever made this side of the ridge. But you want to be careful going over. You know Garcia Canyon—and it's going to storm."

"Keep your shirt on, Gardner. I aim to ride the iron."

"Listen, Bakehead, you think because you've been through college you're smart. But I'm tellin' you that smarter men have tried to run that Garcia Canyon order. Them that ain't in hell's all lookin' for a job. If you try to make Garcia in less than sixty-three minutes, I'll pull the air on yuh."

"Like hell you will," bellowed Tom. "Hennessey's handlin' the air this trip. He's runnin' for life an' ain't got time for slow orders."

GARDNER backed away toward the telegraph office. The old hogger clambered up the steps, drew a dirty sleeve across his eyes. Barney hurried away to spot the 3768 for water. Funny old devil, Ryan was—one minute fighting you, the next fighting for you.

The minute Red Norvelle shut the lid on the rear tank, then waved his torch, Barney called in his flag and began the last tap of the run which still lives in the legends of the RM&D.

From Seneca, where the mainline enters the mountains, it winds and twists and squirms like a scared black snake up the canyon to Ridgecrest. Then it falls down Garcia Gorge, 1600 feet in eleven miles. The track doubles on reverse curves, creeps along high trestles, burrows through short tunnels in the granite, or clings like a goat path to the mountainside. Number Seven's time up from Seneca to Ridgecrest was thirty minutes, down from Ridgecrest to Garcia, thirty-three. The best time on record over the stretch was forty-one.

Reckoning what lay ahead of him, Barney figured he could make Ridgecrest in eighteen minutes,

drop down to Garcia in nineteen. That would clip off four minutes from Tom Ryan's record. It would not be impossible—not with new rails, the heavier ballasting, and lengthened curves. He had to beat the *Limited* to Chavez Crossing.

At 10:59 he shoved the reverse down toward the corner and turned steam into his cylinders. His own engine barked. The 3768 boomed an answer, and from the rear the cough of the helper came as a softened echo.

Outside, the storm had broken. In the deck Eddie Mason tripped the air doors and hurled coal into the blazing belly. The speed indicator crept around the dial to thirty and hung there. Barney stood up on the platform. Though the roar of the storm, he heard the beat of the exhaust and knew the old man was pounding the 3768 as she had never been beaten since the day she was made.

IT WAS 11.23 when the *Mail* stopped at Ridgecrest to cut off the helper engine from the rear. Forty-eight minutes left to make fifty-five miles, and eleven of it down Garcia Canyon. At Ridgecrest the operator came running out through the rain and swung into the cab.

"Garcia operator says the river's rising the fastest he ever saw, fella."

"Thanks, kid," replied Barney.

His set face was white beneath the streaming waters. He looked old. Down Garcia Gorge on a night like this Bob Hennessey had gone some thirty years before. And when they had found him, three days later, his lifeless hand was still clutching the throttle.

Eddie Mason stood watching his hogger for a moment, recrossed the cab, and dropped into his seat muttering: "Beat the *Pacific Limited* to Sanders—fifty-five miles in forty-eight minutes. Beat it to hell, maybe!"

Already the two locomotives were clawing madly for footing. A train length from her stop the *Mail* was running thirty. Barney shut off steam, sat with his hand on the brake valve, drifting with ever-quickening stroke down the curving steel. Now making thirty-five.

Came the squeak of the air whistle—Red Gardner sounding for brakes. Still the hands on the face of the gage crept around. Thirty-seven—forty. The limit was only half that!

Eddie sat watching Barney. A half-mile away was the trestle where his older brother had hit a broken rail nine years before. The fireman rose to his feet, stood gripping the cab window. His mouth drew down at the corners.

Barney jerked his head inside the cab for a look at the gages. Again Red Gardner was sounding his air whistle: *Whee—whee—whee—whee*. Forty-three, read the gage. Barney twisted the brake valve and watched the hands begin dropping back. At thirty miles an hour he shot out over the trestle and lurched around the curve. Then, kicking off his brakes, he rolled with quickening speed toward the next danger point, a mile away.

With unerring precision Barney brought into play every trick he knew to hold his pace safety between thirty and forty-five. Now the canyon walls were lowering. One more curve and he would come out of the straight-away to Sanders. But that one curve! "Long Bob's Curve," they called it. Many a time the old heads had told him how his dad had come over from Hanley on a schedule which made any run old Tom Ryan had ever staged look like snail's pace—until he hit "Long Bob's Curve" at the mouth of Garcia Gorge—hit it in a storm.

THE RAIN had ceased. The odor of wet earth, mingled with the smell of hot wheels and burning grease, filtered into the cab.

He was running forty-two. He tugged at the leather strap which served him as watch chain. No time to kill here! If he dropped to twenty at this point, as he had always done, he would never make it.

"Too fast for the softened track!" he thought.

The engine heeled far out. In the deck the scooping apron broke loose from its heaving links and the left end shot three feet in air. The engine lurched back. The apron dropped with a clang. Eddie was clutching madly for handhold.

Barney glanced behind him. Surely the 3768 would leave the rails. He reached instinctively for his throttle. Old Tom's engine still rode the steel.

One by one Barney watched the mail cars round the curve. Their lights swung and jostled. The day coach followed and the green of the marker glowed behind.

It was 11:40 when he crashed through Garcia at seventy miles an hour, picking up speed. Never before had a train made the run from Ridgecrest to Garcia in seventeen minutes. The operator swung him a highball as he approached, greeted with a yell as he passed. Barney had been forced to do it. He had made that run for Little Danny.

He'd go in six minutes late on schedule. He had to beat the *Pacific Limited* to Chavez. For the next thirty miles he sat like a statue, watched the needle climb until stopped against the peg, and counted telegraph poles until he was doing a mile in forty seconds.

Eddie crossed the cab and aroused him from his grim reverie. "How fast'll these damn engines run, Bakie?"

"I dunno, Eddie," said Barney.

At 12:03 he came in sight of the distant signal for Chavez Crossing. The signal was yellow. He began calling, *Wha-o—wha-oo—wha-oo—*

Away to the right a glow was lighting the western sky—the headlight of the *Limited.* What if the tower gave the *Limited* the signal after all?

He laid his hand on the whistle cord again. The home signal still showed red. Would the tower hold him? He twisted his brake valve once more. The speed dropped back, and the signal cleared. The glow of the headlight to the right became a glare.

As the *Mail* crashed through the crossing, Eddie Mason came over to the right, stood with a hand on the back of the engineer's seat.

"So we made 'er, Bakie!" he said.

Barney turned, nodded, and, trying to smile, wiped from his cold cheeks drops which were not left by the midnight rain.

"Take her in, Eddie," he mumbled, getting out of the seat. "I want to scoop coal awhile."

And Eddie climbed to the engineer's seat, singing the last verse of *"The Wreck of the Old 97."*

PASSENGER TRAIN SURVEY

Nancy Ryan, the Rock Island station agent at Mokena, Illinois, is handing company mail to the conductor of a Chicago-bound hi-level commuter car train on warm, overcast August 13, 1975. Dangling from her right hand is a bunch of station keys. Nancy is the daughter of a longtime CRI&P employe and wife of a dental student. She has been railroading for four years; her dad has over forty.

Paul J. Templeton, P.O. Box 111, Mendon, N.Y. 14506

PASSENGERS RIDING Amtrak and two other long-distance passenger railroads will obtain protection in areas ranging from smoking cars and air-conditioning to food service and alternative transportation under new Federal rules.

Under the regulations announced by the Interstate Commerce Commission, the railroads must start providing riders with written copies of their rights and take other steps to improve service within 30 days. In addition to Amtrak, the Southern and the Rock Island Railroad are subjected to the ICC rules, an outgrowth of public hearings last year on Amtrak's service. The rules do not apply to commuter trains.

They include: Designating smoking and non-smoking areas on trains, with all smoking in dining cars banned. Smoking would be permitted in snack cars and lounge cars.

Designating one coach car for non-smokers for each car designated for smokers instead of dividing each car into smoking and non-smoking areas.

Moving passengers to other cars or providing them with alternate forms of transportation when air-conditioning or heating problems cause car temperatures to go above 80 or below 60 degrees.

Providing alternate transportation for passengers whose trains are terminated en route and giving food and shelter until the alternate transportation can be provided.

Providing food and shelter until passengers who miss connections because their train is more than 30 minutes late due to non-safety factors can continue their trip.

Providing equal or better accommodations if they are available for passengers who hold confirmed reservations for accommodations which are not available and providing food and shelter until another train with accommodations is available.

Making food and beverages available at all times on train trips of more than two hours, although they can be dispensed by vending machines. Full meals must be provided during normal meal times.

Returning baggage to passengers on trains with checked baggage service within 30 minutes after arrival or forwarding to the passenger at the railroad's expense.

YOU WON'T be surprised to learn that some Amtrak fares went up again on June 15th. The familiar reason, "rising operating costs," is understandable. This time the increase is 5 percent on coach service (but not Metroliners) between New York and Philadelphia (but not locally between New York and Trenton). There is also an increase of 10 percent on the *Lake Shore Limited* between Chicago and Buffalo and 5 percent increase on that same train over the rest of its route, plus a 10 percent jump in Slumbercoach accommodations.

Amtrak's multiple-trip coach fares also are boosted, as follows: ten-ride fares in New England, 5 percent; 10- and 46-ride fares on the Philadelphia-Harrisburg line (except locally between Philadelphia and Paoli), and 46-ride fares on the New York-Philadelphia route, 15 percent.

As of now, we don't know of any other new fare increases, but they'll come later. Everywhere, industry and labor are grumbling about inflation—justifiably so—but nobody seems willing to hold the line on prices and wages, which is the only way to curb inflation.

Also on June 15th Amtrak began summer train service experimentally from New York, Philadelphia, Baltimore, and Washington to Richmond, Williamsburg, and Newport News. This train, *The Colonial*, runs with Amfleet equipment: Amtrak's newest, most modern rail passenger cars. It is the first use of new rail passenger equipment in the South in two decades.

Says President Paul H. Reistrup: "We expect a large ridership because the train lets travelers avoid automobile traffic on I-95, which is heavier than usual, due to the Bicentennial year."

The new service is a boon to vacationers going to Colonial Williamsburg and to a nearby theme park, "The Old Country," operated by Busch Gardens. Motorists taking their cars to Williamsburg are at a disadvantage, since parking space is limited and the community bans auto traffic on many of its streets. There is ample parking, however, at Busch Gardens. *The Colonial* replaces a lightly-patronized section of the *James Whitcomb Riley*. Passengers from the Tidewater area to the Midwest are still served by Amtrak's *Mountaineer*, which links Norfolk with Petersburg, Roanoke, Bluefield, Cincinnati, and Chicago.

The Colonial's operation is the first time in railroad history that a regularly scheduled through train connects the Northeast with Williamsburg and Newport News. In the past, you always had to change trains in Richmond. Amtrak brass collars believe the experimental run will persuade large numbers of travelers to take the train instead of driving an auto to Williamsburg and the beach areas near Norfolk.

Once aboard *The Colonial*, you find that the ride on new Amfleet cars is smooth because of an advanced suspension system, while the atmosphere is quiet, due to extensive use of soundproofing and carpeting on floors, walls, and ceilings. The train is made up of Amcoaches and first-class Amclub cars, with attendant service.

Both types of cars boast the luxuries of modern travel . . . pastel-color and patterned interior decorating, indirect lighting, roomy seats, automatic sliding doors, pulldown seat trays for eating or writing, public address system, a highly-functional snack bar, carpeting, air-conditioning and humidity control.

At a $206.3 million cost, Amtrak is in the process of receiving 492 of the handsome, new, lightweight cars from Budd Company. It has already added new lounge-food-and-beverage cars to its Amfleet. The first three of these new Amlounges went into service on the *Merchants Limited*, a daily train between Boston-New York City and Washington. Each new Amlounge contains a food and beverage counter and eight tables with seating capacity for 32 persons. Thus the passenger is given the option of taking his food or drink back to his regular seat in the train, with its drop-down tray, or staying in the Amlounge to socialize.

The food service counters offer a rotating menu of hot meals plus sandwiches and beverages. Besides eight have been ordered for use in the Boston-Washington corridor and 26 for long-distance trains.

SOME of the newest Amfleet cars are being used to meet an expected surge in riders this summer on the Detroit-Chicago route. Concurrently, Amtrak has shifted its French turbine trains to runs between Chicago and Milwaukee and between Chicago and Port Huron. The high-performance Amfleet cars, pulled by new diesel power, replace the French turbine trains on two or three daily runs between Chicago and Detroit.

The Chicago-Port Huron route, which had been operating one train daily each way with older conventional equipment, were given the speedy French trains on a phased basis as they became available. The same replacement process was planned for all conventional equipment in Chicago-Milwaukee *Hiawatha* service. The changeover, when complete, will mean four turbine trains daily each way between Chicago and Milwaukee and a fifth round-trip on Sunday. This matches the previuos schedule.

AMTRAK recently added four more excursion fares to a list of those already in effect throughout the national rail system. These apply to portions of the following routes: the *San Francisco Zephyr*, Chicago-San Francisco; the *Panama Limited*, Chicago-New Orleans; the *Sunset Limited*, New Orleans-Los Angeles; and the *Black Hawk*, Chicago-Dubuque.

Excursion fares in effect on other routes include: New York-Buffalo; Norfolk/Newport News-Chicago; Boston/Springfield-Washington; Nashville-Florida; Seattle-Portland; San Francisco/Oakland-Bakersfield; Dallas-Laredo; Springfield-St. Louis; and Chicago-Quincy.

TWENTY-TWO days of bussing for passengers on Amtrak's Chicago-Washington train, the *James Whitcomb Riley*, ended when Amtrak signed agreements to lease a 2.9-mile section of track in Indiana from trustees ofthe bankrupt Erie Lackawanna (now part of ConRail). The solution to this problem required pacts with the EL for permission to operate over the track under lease, and with the Chessie System to provide train crews for the *Riley*. ConRail agreed to provide switchmen and tower operators for the track.

The 2.9-mile track between Griffith and Hammond belonged to the EL, but Chessie trains and Amtrak's *Riley* operated over it until April 1st under a trackage agreement. Then ConRail took over much of the EL trackage, but not the 2.9 miles at Griffith. The segment of track, therefore, went out of service, and only the Amtrak lease reopened it.

Rather than accept a lengthy detour during the period while the agreements were being worked out, Amtrak chose to bus its passengers 122 miles each day between Chicago and Peru, Ind., the nearest stop with facilities adequate for convenient transfer between bus and train.

KEY RAILROAD managements are playing in the anti-Amtrak orchestra which Secretary of Transportation William T. Coleman, Jr. has been conducting. The verses vary from one of these railroads to the next, but the refrain does not: "Prevent Amtrak from providing the best service possible," reports the National Association of Railroad Passengers.

The most long-lasting and distinguished solo playing has come from Missouri Pacific which has, from Amtrak's inception May 1, 1971, steadfastly refused to allow passenger trains to run at the maximum safe speeds possible on its well-maintained tracks. Said one Amtrak official quoted in the *St. Louis Post-Dispatch*: MoPac is "utterly uninterested in handling passenger trains. Of all the lines we deal with in this country, that railroad is dead last."

The *Post-Dispatch* also quoted the following testimony of Larry Camp, an ICC inspector, at the ICC Adequacy of Service hearing last May 15:

"Following a review of records on the operation of trains between Fort Worth and Texarkana, I told him (H.E.

Commuter cars entering and leaving Reading Terminal in Sept. '73.
Bob Storks, 1421 Arch St., Philadelphia, Pa. 19102

Handley, assistant general manager of MoPac in Fort Worth) that I had noticed there was some dead time, as much as an hour and 10 minutes at some points. I asked him if he had noticed this. He indicated he had and I asked him if he had made attempts to get the schedule changed to be more realistic. He indicated he had not.

"I asked him why. He said it would not be to our advantage—to MoPac's advantage."

Camp also said that the "majority" of Amtrak train delays on MoPac caused by freight train interference were avoidable.

AMTRAK's train between Minneapolis and Duluth and Superior, *The Arrowhead*, which had been threatened with discontinuance, due to a shortfall in state funding, will continue to run for at least 12 more months. The Minnesota Legislature had voted to underwrite 50 percent of its costs, but failed to act in time. After the Legislature adjourned, Governor Wendell Anderson approved from a contingency fund the additional money needed for Amtrak incentive payments.

MEMPHIS, Tenn., became the second city to provide trackage for display of the Freedom Train, reports Foster Hillard of Rte 2, Box 322, Byhalia, Miss. 38611. The site was a downtown riverfront parking lot. A switch was spiked into the Illinois Central Gulf mainline and the track was laid across Riverside Drive. The railroads serving Memphis paid for laying the track as a goodwill gesture. The city government cooperated by suspending traffic on a busy thoroughfare to make this operation possible.

A COPY of *Proceedings of Conference on Improved Passenger Service*, 300 pages, illustrated, may be had for $15 postpaid from Transportation Research Institute, Carnegie-Mellon University, Schenley Park, Pittsburgh, Pa. 15213.

GENERAL ELECTRIC has placed an order with the Westinghouse Air Brake Division of WABCO for mass transit brake equipment valued in excess of $4½ million. This order means not only better mass transit but also more jobs for workmen. It consists of electro-pneumatic brake control equipment, air compressors, automatic car couplers, and pneumatic tread brake units for 65 married pairs and 30 single transit cars. The new cars are being built by General Electric for New Jersey DOT and what used to be Erie Lackawanna Railroad (now part of ConRail) which is in the process of expansion and modernization. The cars will be used in service with existing Arrow I and Arrow II cars.

INFORMATION on proposed standards for determining the continuation of Federal subsidies and emergency operation payments has been published by the ICC's rail service planning office. Since the office must enact final standards by Aug. 3, 1976, it asks that comments on them be filed by June 15th. Address an original and six copies of any comments to Rail Service Planning Office, Interstate Commerce Commission, Washington, D.C. 20423.

CANADIANS, please note: An Association of Canadian Rail Travelers is being formed by Harvey Dust, P.O. Box 698, St. Marys, Ont., Canada NOM 2V0, who is a member of the National Association of Railroad Passengers (417 New Jersey Avenue, S.E., Washington, D.C. 20003). Details may be obtained by writing to him. Please enclose SSE.

Down by the Depot

A NEW rail passenger station in Cleveland will be built by Amtrak to serve passengers on the new *Lake Shore Limited* route. It will be located adjacent to Amtrak's existing temporary station at 200 East Memorial Shoreway on the lakefront. Ever since inauguration of the *Lake Shore Limited* last Oct. 31, Cleveland has been the most important intermediate station on the route, and is exceeded in passenger loadings by only New York and Chicago.

Nashville's newly renovated passenger station was dedicated by Alfred Michaud, Amtrak's vice president of marketing, who pointed out that it gives the city and middle Tennessee a modern, comfortable building in a convenient downtown location. This edifice is at 10th and Broadway, adjacent to the Louisville & Nashville terminal. Amtrak has spent more than $140,000 renovating it.

RICHMOND'S now-vacant Broad Street Station may have a new use. The Science Museum of Virginia, a state agency, would like to convert the 1919 structure designed by John Russell Pope into a museum. Amtrak recently moved out of the building, which is listed in the National Register of Historic Places.

FIRE destroyed the empty Glenshaw, Pa., train station which had previously been saved by volunteers who moved it about a quarter-mile from its original location on Route 3 to Fall Run Park in Shaler Township, reports Jim Cerny of Pittsburgh. Only a shell of this interesting turn-of-the-century depot is left. It was to have been a legacy handed down to future generations. Now there is no possible way of saving it. •

Steam in Brazil Today

Text and Photographs by
MICHAEL A. EAGLESON

I WATCHED A BALDWIN 4-4-0 chuff into the triple-tiered trainshed under the blue Brazilian sky, ornate with cast-iron designs of nearly a century ago.

She nosed toward a string of outside-vestibuled wooden coaches. On the ground, the swarthy brakeman who threw hand signals to the engineer was wearing a sombrero, a grease-stained T-shirt, and torn jeans.

Leaning out of his cab, the hogger strained his black eyes to see inside the steam-filled station. With a clink of assurance, the coupling pin dropped into the steel link. Then the engineer threw his Johnson bar into reverse, released the brakes, and widened the throttle. The throaty American Standard barked past me with slipping drivers beneath a towering plume of oil smoke.

It seemed like a dream, or perhaps a scene on a tourist road in the United States staged for a movie crew. My pocket calendar read "December, 1975," yet I was actually photographing U.S.-style railroading of the 1890 period in regular service in Brazil. Surrounding me were lines of outside-braced, wooden boxcars with low-slung truss rods, archbar trucks, and link-and-pin couplers,

(Left) Triple-tiered wooden trainshed features cast-iron designs popular before the turn of the century. Afternoon mixed train is being assembled by 4-4-0 No. 22 (Top) Construction data on the shops' building at Sao Joao del Rei is artistically cut in stone with year 1889. Nos. 68 and 21 simmer under hot sun.

as well as wooden passenger equipment with leaded-glass windows, and a yard full of authentic Baldwin steam locomotives with builder's plates dating back to 1889!

Partly hidden by wild jungle growth along the undulating banks of the Rio das Mortes, 250 miles northwest of the capital, Rio de Janeiro, operates the 30-inch-gage Division 5 of the Viacao Ferrovaria Centro Oeste (VFCO). The line stretches 100 miles or so from Antonio Carlos to Aureliano Mourao. About midway between the terminals lies Sao Joan del Rei, an old city that is home for the road's headquarters, shops, enginehouse, and most employees. Virtually all trains emanate from this point early in the morning and return at nightfall after completing their respective round trips to the east and west terminals.

These rail facilities—station, shops, and yard—are surrounded by a high stone wall. All trains entering or leaving the rail fortress must pass through one of two guarded and fenced portals at the east of the complex. At train time, whether entering or leaving the yard, frantic signaling by the engineer on the engine's home-made pipe whistle persuades the gate-keeper to unlock the sliding door to permit passage of the bouncing, swaying train over the extremely light iron. Much of the track was laid before the turn of the century.

THIS being my fourth steam expedition to South America, experience taught me to approach cautiously such walled locomotive facilities and politely ask for permission to enter and photograph the steam power. I knew that my high-school Spanish wouldn't help me in this Portuguese-speaking country. After peering only a moment through a crack in the gate, I was seen by a guard and I braced myself for trouble. To my surprise, he cheerfully unlocked and slid back the battered door and inquired in a mixture of broken English and Portuguese if I was British or German.

Then, carrying an ominous chain of assorted jailor-type keys, he took me to the loco shed foreman's office. There, by generously passing out color postcards of steam locomotives, I quickly became a friend of the brass collars. They reciprocated by offering me a cup of famous Brazilian coffee, which was simmering on a stove.

The 19th century stone roundhouse lost its wooden roof years ago. Today, only spare wheels are kept in stall tracks. Hand-operated turntable still used for locos.

The first-class coach and locomotive are turned, as shown by No. 68, on "armstrong" turntable at San Carlos center.

Once my wishes were understood, I was escorted to the ancient enginehouse and primitive shop facilities. Each engine with enough steam to move was spotted, rods down, for me to make pictures, with a lavish display of oil smoke for dramatic shots.

The VFCO was built before the turn of the century to help open up an isolated but rich area of Brazilian interior. Today, cement, raw materials, rock, livestock, and a passenger business that is flourishing despite competing parallel buses insure the continued operation of this anachronism for a few more years.

Motive power salesmen from the Baldwin Locomotive Works in Philadelphia, Pa., sure knew their Portuguese, for they captured the entire steam roster of the VFCO. Nine Consolidations, seven Ten-wheelers, and three American Standards still grace the roster which used to be even larter. All 19 oilburners were built between 1889 and 1919, making the newest a mere 57 years old. The light rails and weak bridges have never felt the shudder of a diesel or a gas railcar.

The sagging and swaying consist gets a rough ride on the light rails of the VFCO. Ten-wheeler No. 43, with swinging bell, parts the weeds, still wet with morning dew, on her daily single-track bouncing journey to Aureliano Mourao.

At the junction in Aureliano Mourao, the station in triangular architecture gave me the impression that the road had been more extensive decades ago. Ruins of the North American style, arched-window, stone roundhouse at Sao Joao del Rei still stand following a disastrous roof fire. The size of this old structure led me to believe that the road once owned more than the present 19 locomotives. Although the turntable is no longer used for housing or repairing steamers, it still sees daily service, doubling as a turning facility and an inspection pit.

With much sign language, pointing to my map and my watch, I learned the basic schedule of train movements:

Eastward: a daily mixed train (MD-2) leaves Sao Joao del Rei at 7 a.m. for Antonio Carlos and arrives at 11:30 a.m. for switching. After lunch, the engine, surrounded by a horde of curious barefooted children, is moved on the toylike "armstrong" table. As the kids crowd around the turning

With bright red, yellow, and silver trim, Consolidation No. 68 works hard out of the rural Tiradentes station, cleaving tall grass on the roadbed. Note spinning propellers and additional brass decorations mounted around the headlight of laboring locomotive.

Engine hostler and shopman chat while 2-8-0 No. 58 sits quietly for her monthly boiler wash-out.

Typical scene on the locomotives ready tracks at San Joao del Rei is this impressive lineup of Ten-wheelers and Consolidations. Note the pair of heavy jacks resting on the pilot beams. These are standard appliances for all road power, due to the poor track conditions and frequent tropic showers causing washouts.

locomotive, shouting cheers to the laboring railwaymen, their mothers lean out of flowered windows in nearby homes to yell at the boys and girls for getting too close to the train, which interferes with the workers toiling under a noonday sun.

Then the train, MD-1, takes on fuel and water and leaves at 2:30 p.m. and gets back to Sao Joao at 6:30 in the evening. Local freights, cement trains, and work extras operate partway or the full distance between Sao Joao and Antonio Carlos as needed.

Westward: On Monday, Wednesday, Friday, and Sunday, the MD-3 leaves Sao Joao at 6 a.m. for a 10 a.m. arrival at Aureliano Mourao. It returns as MD-4, leaving about an hour after arrival, and is back in Sao Joao just before 3 p.m. On in-between days—Tuesday, Thursday, and Saturday—MD-5 follows the same route, departing from Sao Joao at 1 p.m. and returning as MD-6 by 10 p.m.

THESE schedules are only approximate, however, and can vary from day to day as traffic requires. They will give the intrepid steamfan a starting point to plan train-riding or chasing by expensive rented car. I picked up an automobile at the Rio airport and drove overnight to Sao Joao del Rei.

After a restless snooze in the front seat of a Volkswagen, I began photographing steam at dawn. Don't let the picturesque 30-inch gage fool you into the belief that roadside pacing is a cinch. On the contrary, I found all but the main paved road practically impassable with mud slides, washouts, grazing cattle, and

The engineer "oils around" before the afternoon mixed train heads for Aureliano Mourao with 4-6-0 No. 40. Note the high mounted brake wheels atop each wooden boxcar stretching back to trainshed.

No. 38 labors hard upgrade with extra freight near Barroso without usual black smoke. The mosquitos were so bad in the tall weeds at this location that Mike, waiting for the train, had to leave for the safety of his car, only frantically to pay a quick return visit when he heard exhaust and whistle.

car-smashing rock craters. Those tiny locomotive driving-wheels can generate an unbelievable velocity as the slender steel rails meander along the banks of the muddy Rio das Mortes, with the characteristic sound of the drumming of the oil fire echoing through the dense jungle growth.

Repeatedly I flogged my rented Volkswagen and I slid to a stop beside the scenic right-of-way for a photo, only to learn from a bewildered native that the train had passed fully five minutes before my frantic arrival. You really pursue the train by covering as much ground as you can on the distant paved road, then pulling into a muddy, weed-grown cowpath and hope it takes you to the tracks. You had better spend a couple of hours scouting the line before you try to follow a train. It will mean the difference between getting good pictures and being disappointed, Beware of those few trails which do parallel the railroad. They usually peter out just after you have gained on the moving train. This throws you back and wastes time by obliging you to retrace part of your route.

On the next to the last evening of my three days spent shooting steam on the VFCO in Brazil, I made arrangements for night photography, a hobby apparently untried by the previous visiting European railfans. The night hostler kindly moved several engines around the yard for me. He assembled a definitive lineup of each of the road's representative motive power: a 2-8-0, a 4-6-0, and a 4-4-0 side by side.

The hostler and the night watchmen (the latter had quickly appeared at the first brilliant illumination from my flash gun) were as much amused by watching me run around the yard bulbing steamers as I was excited in doing it. They were most cooperative with my unorthodox requests and even started smoky oil fires in several cold fireboxes—just for my after-dark photography! The crew even turned the locomotives' headlights on and off for me to avoid over-exposure of film from too much light.

PERHAPS the most endearing charm of these diminutive engines—as though genuine old Baldwin steamers with U.S.-style headlights, bells, chime whistles, pilots, and link-and-pin couplers weren't enough—has to be the distinctive decorative way each locomotive is painted. Long ago I earned a staunch reputation in steam circles for being a prototype fanatic. I prefer—as do the majority of fans who have written to me—to see preserved equipment painted and lettered exactly as it ran in regular service. Fake oil headlights, protruding cowcatchers, and circus-like paint schemes are far removed from the way I remember mainline steam. In work-a-day use, there was little time for fancy grooming when a begrimed freight hog had to leave town on time with maybe 110 loads stretching her drawbar.

Here is a roster of the 19 Baldwin locomotives on the VFCO: No. 19, 4-4-0, built in 1908, construction No. 32878; No. 21, 4-4-0, 1912, 38008; No. 22, 4-4-0, 1912, 38009; No. 37, 4-6-0, 1911,

37082; No. 38, 4-6-0, 1911, 37083; No. 39, 4-6-0, 1911, 37084; No. 40, 4-6-0, 1912, 38054; No. 41, 4-6-0, 1912; No. 42, 4-6-0, 1912; No. 43, 4-6-0, 1912; No. 55, 2-8-0, 1892, 12934; No. 58, 2-8-0, 13829; No. 60, 2-8-0; No. 62, 2-8-0, 1893, 13831; No. 63, 2-8-0, 1889, 10497; No. 66, 2-8-0, 1889, 10505; No. 68, 2-8-0, 1919, 52256; No. 69, 2-8-0; and 70, 2-8-0.

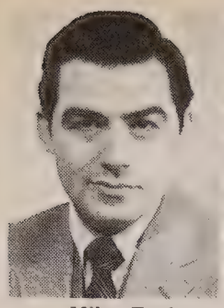
ONE of the attractions that glorify railroading is that if you look long enough or far enough, you will probably find a prototype for just about anything. For the gaudy tourist operators, the prototype must be the VFCO! There appears to be no standard look in Brazil for painting freshly-shopped power. Each engine wears the colors and adornments chosen by her regular crew. For example: red pilots trimmed in silver with gold stars, larger stars splashing across the silver smokebox, yellow handrails, polished brass candlesticks riding high on the headlights, and twirling plastic propellers.

One of the three days I spent photographing the VFCO was a Sunday. Out of respect for the Sabbath, the fireman working one freight train that day attached bunches of red wildflowers to the pilot and grab-irons of his 4-6-0, No. 41. I chuckled to myself as he smiled and stepped back to admire his artistic handiwork.

Just how much longer this 19th century steam railroad can continue operating is the big question. I'd say five years at best. A primitive repair shop makes virtually all the replacement parts for the 19 steam locomotives as well as the wooden freight and passenger cars.

The entire system is a sort of gold mine for would-be tourists roads which need either spare parts or an entire train. Perhaps some steamers could be bought and be returned to the land of their manufacture. An operating vest-pocket Baldwin 4-4-0 would lure many excursionists and would be more authentic than the 0-4-0 industrial tankers now masquerading as Wild West locomotives for tourists. But while the show lasts, 1890-period U.S. steam railroading still survives for the adventurous railfan in Brazil. •

It's a deep tropical night and the San Joao del Rei ready tracks are packed with locomotives. Ten-wheeler No. 39 builds up steam in preparation for early morning departure while No. 55 sleeps on.



IN SEARCH OF STEAM

Mike Eagleson

Rare delight for any steam fan: a genuine Baldwin Eight-wheeler with link-and-pin couplers and swinging bell, hauling a wooden combine in the walled Sao Joao del Rei yards on the slim-gage Viacao Ferrovaria Centro Oeste in Brazil.

Both photographs on this page by Mike Eagleson

FOR THE FIRST time in over 16 years the Canadian National is operating a steam train on its regular passenger schedule! Engine 6060, "Bullet-Nose Betty," had been relegated to excursion duty for the past few years. Her return to fantrip service is aimed at railbuffs and tourists. The steam train runs on Saturdays from June 12th through Sept. 14th. Leaving Toronto Union Station at 10 a.m., it stops at Hamilton and arrives at Niagara Falls at 12:45 p.m. Its return trip leaves the Falls at 5 p.m. Round-trip fare is $14.

This train also operates between Niagara Falls and Yager, between its regular Toronto-Niagara Falls runs—a 50-mile side trip.

PINE CREEK, a 3-foot-gage tourist railroad operated by the New Jersey Museum of Transportation, had its greatest steam spectacular on May 8th. Never before had it run a steam tripleheader as it did then around its three-quarter-mile loop amid woodsy Allaire State Park in New Jersey.

The lead locomotive was its newly restored ex-Surrey, Sussex & Southampton 2-6-2 No. 26 (Baldwin, 1920), followed by ex-Cavan & Leitrim (Ireland) 4-4-0T No. 3, built by Stephenson in 1887 and named *Lady Edith.* (I wonder which woman she was named for? Relatively few steam engines have borne female names.) Bringing up the rear of this trio was the famous ex-Ely Thomas Lumber Co. two-truck Shay No. 6 (Lima, 1927), recently renumbered to her original 9.

I ventured down not far from the Atlantic Ocean on the balmy spring day for this dramatic display of narrow-gage steam. Prairie No. 26 outshouted her two companions with her exhaust as she circled the park again and again, delighting the fans. After numerous trips, the tripleheader was split up and each engine pulled her own separate train around the circle many times.

Inside the brick enginehouse, the shopmen are busy rebuilding ex-Quincy & Torch Lake 2-8-0 No. 6. (The arrival of the "new" engine necessitated the renumbering of former Shay No. 6 so as not to have two units on the roster with the same number.)

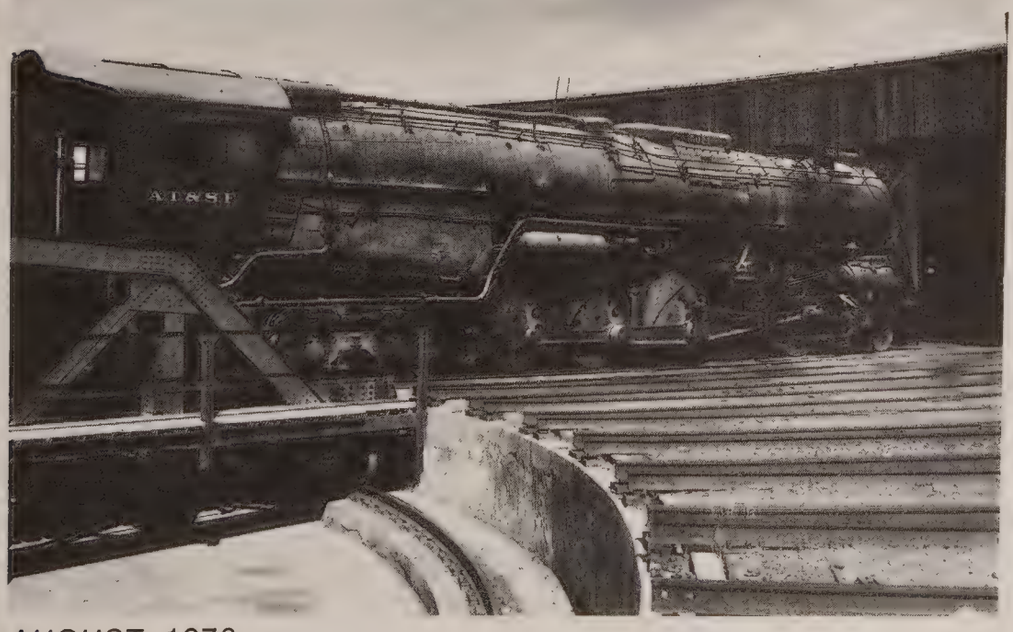
THE SELF-PROPELLED steam crane is a form of steam largely overlooked by most enthusiasts. Joe B. Christian, 5841 Avenue O, Birmingham, Ala. 35228, decided to do something about that oversight and bought a derrick and tender from U.S. Steel Corp. after he had learned of its imminent scrapping. Because of the heavy expense of privately owning railroad equipment, he is offering a deal to any interested party. Needing a permanent home for his operable crane, he is looking for someone to become part owner with him as well as a company or museum to maintain it for work. His steam derrick was built in 1918 by Industrial Works at Bay City, Mich., has 150-ton capacity, and is self-propelled.

THE SANTA FE surprised the railfan community on January 15th by rolling out a long-stored 4-8-4, No. 2925 from its roundhouse at Belen, N.M., and sent her to Cleburne, Texas, for repair cost assessment. At this writing, no decision has been announced as to whether or not it can afford to rebuild the 1944 Baldwin for excursions.

I stopped by the old Belen roundhouse last February 16th, following a snowplow trip over the Cumbres & Toltec Scenic out of Chama, N.M. Inside the roundhouse still lingers 2-10-4 No. 5021. That huge Texas type has been kept under cover for 19 years, but occasionally is pulled outside to keep her bearings from getting flat or frozen. Her immense size in mainline steam power would stagger those fans who are used to a steady diet of diminutive tourist-road kettles. I only hope that the ATSF will find it desirable, budget-wise, to return the giant 2925 to serviceable condition.

EX-PERE MARQUETTE 2-8-4 No. 1223, displayed at the State Fairgrounds in Detroit, faces two possible hopes of preservation, reports the Michigan State University Railroad

Santa Fe 2-10-4 No. 5021, destined for historical display, is periodically pulled outside Belen, N.M., roundhouse to keep her bearings rolling freely.



Club. The state fair authority wants to keep the Berkshire in Michigan, where she will be moved to a new site at the fairgrounds or to a new museum being built around the joint Grand Trunk Western and Pere Marquette depot at South Lyon. This old station has been relocated in a park along the GTW, while the museum is being set up by the South Lyon Jaycees, 462 Cambridge, South Lyon, Mich. 48178.

ONTARIO RAIL ASSN. in Toronto, Canada, has been busy restoring former Canadian Pacific 4-6-2 No. 1201 to operation. The newly-shopped Pacific, with a diesel behind, ran a break-in test freight run around Toronto on April 24th. Then, 22 days later, she wheeled three passenger cars and two boxcars on a high-speed test run. The engine has been sent to Ottawa for excursion use this summer.

ORANGE EMPIRE Railway Museum at Perris, Calif., has received a boiler permit to operate its ex-Mojave Northern 0-6-0T No. 2. The 60-ton oil-fired tanker will soon be in excursion service, reports William B. Garner, 2745 Fremontia, San Bernardino, Calif. 92404. Meanwhile, the OER shopmen are rebuilding former Ventura County 2-6-2 Baldwin No. 2, repairing leaks in the water tank in the tender and replacing the main-rods, valve gear, lights, gages, etc. At this writing, the Museum hopes to celebrate Bicentennial July 4th with a steam doubleheader.

EX-READER RAILROAD 2-8-0 No. 1702 has been sold for shipment to Saudi Arabia. The former U.S. Army Consolidation ran in mixed train service in Arkansas for years before the line shut down. Reader 2-6-2 No. 108 went to the Conway Scenic in New Hampshire, and Prairie No. 11 will go to the Eureka Springs Railroad at Beaver, Arkansas. The 2-6-2 No. 7 of the Scott & Bearskin Lake has been relettered Reader and now runs on the couple of miles of Reader Railroad used exclusively for tourists, reports William B. Garner.

NARROW-GAGE steam of the Denver & Rio Grande Western still lingers on, according to Les Jarrett, 13320 W. 86th Place, St. John, Ind. 46373. The three 2-8-2's that handle the capacity-filled runs between Durango and Silverton each summer—Nos. 473, 476, and 478—have received heavy repairs and are in good mechanical condition for the Bicentennial season. In Alamosa, five Mikados remain on the property. Outside, in generally poor shape, are Nos. 480, 488, and 491. Inside in good condition are Nos. 493 and 498. Several other 2-8-2's, once put out to pasture in Alamosa, have been sold either for display or scrap.

SOMEONE sent me a newspaper clipping photo of No. 502 at Maciel, Paraguay, captioned "The oldest woodburning steam locomotive in South America." Although I have photographed steam in several parts of S.A., I am not familiar with this one. Who knows her history?

CONTINUE sending steam news to me at 37 Edgemere Ave., Mt. Arlington, N.J. 07856.

Books and Railroadiana

A GRICER IN TURKEY, by K. Taylorson, 5 7/8 x 8¼", 20 pages, soft cover, one photo, 3 maps, schedules, available from the author at 54 Breton House, Barbican, London EC2y8DQ, Great Britain, $3. ("Gricer" is a steam photographer.)

A handy guide in searching for steam in Turkey today, based on a recent two-week visit. A daily itinerary is described in detail, with possible successes, failures, and pitfalls. A well-organized manual to photography, language, photo permits, food, accommodations, and travel information for anyone adventurous enough to see the more than 800 steamers still used in Turkey.

THE PIONEER: CHICAGO'S FIRST LOCOMOTIVE, by John H. White, Jr., 7x9", 32 pages, drawings, photos, charts, and data, soft cover, available from Chicago Historical Society, Clark St. and North Ave., Chicago, Ill. 60614, approx. $2.

Jack White, one of this magazine's *Interesting Railfans,* is curator of the Division of Transportation at the Smithsonian Institution and is well known and highly respected for accuracy in his writing. As the first locomotive in Chicago, the *Pioneer* symbolized the coming of railroads there in 1848. The *Pioneer* is the oldest surviving Baldwin steamer and the sole survivor built during the lifetime of Matthias Baldwin (1795-1866). All other preserved Baldwins were built after 1870. Jack traces the development of the rare 4-2-0 and the *Pioneer* history. It is a classic work.

CAVALCADE RETROSPECT and CAVALCADE REFLECTIONS, each book 8x8" square, 48 pages, dozens of photos, soft cover; British Rail, % C.W.F. Cook, Public Relations Officer, Regional Headquarters, York YO1 1HT, Great Britain, each book $2.

Two companion photo essays highlighting British Rail's 34 steam engine fire-ups on August 31, 1975, celebrating the 150th anniversary of the first steam passenger railway, the Stockton & Darlington. From the cameras of BR's official photographers comes the best of this steam event which attracted over 300,000 spectators, including your reviewer. All locomotives in the Grand Steam Cavalcade are represented, along with their history.

35mm COLOR SLIDES and COLOR PRINTS OF THE GRAND STEAM CAVALCADE, color slide and one color print each of the 35 participating locomotives in the great steam event, North Eastern Locomotive Preservation Group, % Midland Bank Ltd., 7 Prospect Crescent, Harrogate, North Yorkshire, HG1, Great Britain, $20 for each set.

The August 31, 1975, steam procession is available in color slides or color prints, showing one view of each locomotive. A standard 8mm or super 8mm color movie film about 150 feet long also is being prepared. Cost $42, including postage. ●

Photograph by Mike Eagleson

Pine Creek Railroad operated its first tripleheader ever on May 8th at Allaire, N.J., state park.

Revival of the Virginia & Truckee

HARRE E. DEMORO, one of our *Interesting Railfans,* wrote in the Oakland (Calif.) *Tribune* of May 2nd:

Twenty-six years after it left a final plume of sooty smoke across the Nevada sagebrush, the Virginia & Truckee is coming back to life.

Robert C. Gray of Orinda, Calif., who first saw the railroad 36 years ago, has relaid almost two miles of V&T trackage between Virginia City and Gold Hill. On April 30th he applied to the Nevada State Public Service Commission for permission to re-establish steam-operated passenger train service over the trackage.

Gray, president and for the moment only stockholder of the V&T, began buying parcels of the old right-of-way in 1972.

Few railroads are so thoroughly steeped in Western lore as this one. It was built by the kings of the Comstock Lode, the rich silver veins discovered at Virginia City and Gold Hill. The V&T, perfumed in the same history as San Francisco's Palace Hotel and the Bank of California, was completed from Virginia City and Carson City on Nov. 12, 1869, then extended to Reno and the transcontinental railroad on Sept. 19, 1872.

The nabobs making millions from the glory holes along Lone Mountain shipped the precious ore behind the V&T's little woodburning locomotives. The money financed the bank and the hotel. Beyond that and more significant, the wealth and growth of San Francisco was much more influenced by the Nevada Comstock boom than the romantic and familiar 1849 Gold Rush.

The V&T was promoted by Darius O. Mills, one of the founders of the Bank of California. By one estimate, $600 million in bullion rode behind the balloon-stacked woodburning V&T engines—and that is when a dollar was worth a dollar.

There were as many as 50 trains a day. Washoe and Storey county canyons were filled with locomotive smoke and echoes of steam whistles. But the mines died and the V&T began to struggle. When built, the V&T had the best of everything in railway design. By 1900, down on its luck, it still followed the practices of the 1870s. Even then it was a museum piece and it continued, virtually unchanged, as a moving relic of another time, right up to its final run on May 31, 1950.

Lucius Beebe (another *Interesting Railfan* in *Railroad Magazine)* discovered the V&T and wrote about its magic, saying it was "perfumed" and "weighted" in honors and years." The V&T might have lasted much longer. in 1933, Ogden Mills, grandson of Darius Mills, and Secretary of the Treasury in President Hoover's administration, took over the ailing railroad in 1933.He ran it as a hobby.

But when Mills died in 1937 the railroad no longer had an angel with money. The Carson City-Virginia City branch was torn up in 1938, but the freight business of World War II kept the little road running.

In 1939, Bob Gray, now 54, went to Nevada with Oakland author and historian Ted Wurm, another *Interesting Railfan.*

"When I first saw the V&T," he said, "it had a roundhouse of antique locomotives. I could hardly believe it."

For years, Gray watched various groups try to revive the road. Some of the locomotives survive in museums, at Hollywood studios, and under Nevada state ownership.

"It frustrated me watching them do it," he said.

So he began buying property in the shadow of Lone Mountain. He has a locomotive from a railroad in Arkansas. His engine is not from the V&T but is a near duplicate of the Nevada line's famous *Reno.* He has also leased and collected old cars, some from the V&T, and bought rail and ties from such varied locations as a spur in Benicia and the Baxter Coal Yard siding in Alameda.

Gray runs a wholesale stamp and coin supply business in Oakland. By about midsummer, maybe earlier, if all goes well with the Public Service Agency, Gray will take his place in Nevada history alongside Mills, and the fabulous Virginia & Truckee will steam and whistle again. ●

Old station bell at Carson City, Nevada, on the Virginia & Truckee R.R. was delight of many a tourist.

Beginning Here: All-time Roster of

Penn Central Transportation Co.

Compiled by Sy Reich

Railroad Class	Road Numbers	Former Numbers	HP	Builder	Model	Wheel Arngt.	Tract. Effort	Weight	Date Built	Notes
EF-15	PCT 712	DRG 5712	1500	GM-EMD	F7B	B-B	61,000	244,000	1952	9
EF-15	PCT PCT721	DRG 5721	1500	GM-EMD	F7a	B-B	61,000	244,000	1952	9
EF-15	PCT 733	DRG 5733	1500	GM-EMD	F7B	B-B	61,000	244,000	1952	9
EF-15	PCT 754	DRG 5754	1500	GM-EMD	F7A	B-B	61,000	244,000	1952	9
AF-15	PCT 1009	NYC 1009	1500	Alco-GE	FA-1	B-B	60.075	240,300	1948	1
AF-16	PCT 1045	NYC 1045	1600	Alco-GE	FA-2	B-B	62,250	249,000	1951	1
AF-16	PCT 1049-1055	NYC 1049-1055	1600	Alco-GE	FA-2	B-B	62,250	249,000	1951	1,2
AF-16	PCT 1060-1061, 1063,1067-1070	NYC 1060-1061, 1063-1067-1070	1600	Alco-GE	FA-2	B-B	62,250	249,000	1951	1,2
AF-16	PCT 1071,1073, 1075-1076, 1080	NYC 1071,1073, 1075-1076, 1080	1600	Alco-GE	FA-2	B-B	62,250	249,000	1951	1,3
AF-16	PCT 1081-1084, 1086-1087	NYC 1081-1084, 1086-1087	1600	Alco-GE	FA-2	B-B	62,250	249,000	1951	1,3
AF-16	PCT 1089,1091, 1098-1099, 1102-1104	NYC 1089,1091, 1098-1099, 1102-1104	1600	Alco-GE	FA-2	B-B	61,800	247,200	1951	1,3
AF-16	PCT 1108-1109	NYC 1108-1109	1600	Alco-GE	FA-2	B-B	62,150	248,600	1952	1,3
AF-15	PCT 1110	NYC 1110 (2nd)	1500	Alco-GE	FA-1	B-B	59,700	239,000	1949	1,6
AF-16	PCT 1111-1113	NYC 1111-1113	1600	Alco-GE	FA-2	B-B	62,150	248,600	1952	1,3
AF-15	PCT 1119	NYC 1119 (2nd)	1500	Alco-GE	FA-1	B-B	59,850	239,400	1947	1,6
AF-16	PCT 1120,1122	NYC 1120,1122	1600	Alco-GE	FA-2	B-B	62,150	248,600	1952	3
AF-15	PCT 1300	PCT 1009	1500	Alco-GE	FA-1	B-B	60,075	240,300	1948	3
AF-16	PCT 1302,1304	PCT 1102,1104	1600	Alco-GE	FA-2	B-B	61,800	247,200	1951	3,73
AF-16	PCT 1308-1309	PCT 1108-1109	1600	Alco-GE	FA-2	B-B	62,150	248,600	1952	3
AF-15	PCT 1310	PCT 1110	1500	Alco-GE	FA-1	B-B	59,700	239,000	1949	3
AF-16	PCT 1311,1313	PCT 1111,1113	1600	Alco-GE	FA-2	B-B	62,150	248,600	1952	3
AF-15	PCT 1330-1331	NH 0401,0418	1500	Alco-GE	FA-1	B-B	60,150	240,600	1947	3,73
AF-15	PCT 1332-1333	NH 0426,0428	1500	Alco-GE	FA-1	B-B	60,150	240,600	1947	3,73
AF-16	PCT 1345	PCT 1045	1600	Alco-GE	FA-2	B-B	62,250	249,000	1951	3
AF-16	PCT 1349-1351, 1354-1355	PCT 1049-1051, 1054-1055	1600	Alco-GE	FA-2	B-B	62,250	249,000	1951	3
AF-16	PCT 1361,1369	PCT 1061,1069	1600	Alco-GE	FA-2	B-B	62,250	249,000	1951	3
AF-16	PCT 1371,1373, 1375-1376, 1380	PCT 1071,1073, 1075-1076, 1080	1600	Alco-GE	FA-2	B-B	62,250	249,000	1951	3
AF-16	PCT 1381-1384, 1386	PCT 1081-1084 1086	1600	Alco-GE	FA-2	B-B	62,250	249,000	1951	3
AF-16	PCT 1389,1391, 1398-1399	PCT 1089,1091, 1098-1099	1600	Alco-GE	FA-2	B-B	61,800	247,200	1951	3
EF-15	PCT 1403	PRR 9530A	1500	GM-EMD	F3A	B-B	?	?	1948	
EF-15	PCT 1408	PRR 0541A	1500	GM-EMD	F3A	B-B	?	?	1948	
EF-15	PCT 1416	PRR 9561A	1500	GM-EMD	F3A	B-B	?	?	1948	
EF-15	PCT 1420	PRR 9683A	1500	GM-EMD	F3A	B-B	?	?	1949	
EF-15	PCT 1422-1423	PRR 9685A-9686A	1500	GM-EMD	F3A	B-B	?	?	1949	4
EF-15a	PCT 1440,1443	PRR 0640A,9644A	1500	GM-EMD	F7A	B-B	?	?	1950	4
EF-15a	PCT 1450	PRR 0654A	1500	GM-EMD	F7A	B-B	?	?	1950	
EF-15a	PCT 1451	PRR 9662A	1500	GM-EMD	F7A	B-B	?	?	1950	4
EF-15a	PCT 1454-1455, 1457-1458	PPR 9667A-9668A, 9670A,9673A	1500	GM-EMD	F7A	B-B	?	?	1950	4
EF-15a	PCT 1464	PRR 9697A	1500	GM-EMD	F7A	B-B	?	?	1949	4
EF-15a	PCT 1469,1472-1473,1477-	PRR 9769A,0772A 97339777A,	1500	GM-EMD	F7A	B-B	59,400	237,650	1951	4

Both photographs by Jim Edmonston

PC SD-45 No. 6229, SD-40 No. 6104, and GP-40 No. 3056, on last regularly-scheduled run over Little Miami section of PRR at McClare, Ohio, April '74.

PC GP38-2 No. 8113 and GP-35 No. 2362 on C&O Ohio River approach in April '74.

Railroad Class	Road Numbers	Former Numbers	HP	Builder	Model	Wheel Arngt.	Tract. Effort	Weight	Date Built	Notes
	1503,1509, 1514,1517, 1520,1523- 1524,1527, 1530-1531	1478,1481- 1482,1485, 1488,1490- 1491,1494, 1497,1501,	9778A,9781A- 9782A,9785A, 9788A,9790A- 9791A,9794A, 9797A,9801A,	9803A,9809A, 9814A,9817A, 9820A,9823A- 9824A,9827A, 9830A-9831A						
EF-15a	PCT	1533,1537-1538	PRR	9874A,9878A-9879A	1500	GM-EMD	F7A	B-B	?	?	1952	
EF-15	PCT	1617,1619	NYC	1617,1619	1500	GM-EMD	F3A	B-B	59,025	236,100	1947	
EF-15	PCT	1633,1635-1636	NYC	1633,1635-1636	1500	GM-EMD	F3A	B-B	58,500	234,000	1948	
EF-15a	PCT	1637-1639, 1641-1642, 1644,1646	NYC	1637-1639, 1641-1642, 1644,1646	1500	GM-EMD	F7A	B-B	58,775	235,100	1949	7
EF-15a	PCT	1648-1651, 1656-1657, 1659	NYC	1648-1651, 1656-1657, 1659	1500	GM-EMD	F7A	B-B	58,775	235,100	1949	
EF-15a	PCT	1663-1666, 1670-1672, 1674-1675	NYC	1663-1666, 1670-1672, 1674-1675	1500	GM-EMD	F7A	B-B	58,725	234,900	1949	
EF-15a	PCT	1677-1679, 1681-1684, 1686-1696	NYC	1677-1679, 1681-1684, 1686-1696	1500	GM-EMD	F7A	B-B	61,500	246,000	1951	
EF-15a	PCT	1697	NYC	1697	1500	GM-EMD	F7A	B-B	61,500	246,000	1951	
EF-15a	PCT	1698	NYC	1698 (2nd)	1500	GM-EMD	F7A	B-B	58,775	235,100	1949	8
EF-15a	PCT	1701-1707, 1709-1710	NYC	1701-1707, 1709-1710	1500	GM-EMD	F7A	B-B	61,500	246,000	1951	
EF-15a	PCT	1711-1712, 1714-1716, 1718-1719, 1798,1802- 1804,1807- 1808,1810- 1817,1820- 1821,1824- 1826,1828- 1829,1831- 1835,1837, 1839-1841	NYC	1711-1712, 1714-1716, 1718-1719, 1721-1722, 1724-1735, 1739,1742- 1750,1752- 1768,1770- 1776,1778- 1779,1781- 1785,1787- 1793,1795-	1500	GM-EMD	F7A	B-B	61,550	246,200	1952	
EF-15a	PCT	1842,1845, 1847-1856, 1858,1860, 1862-1866, 1870-1873	NYC	1842,1845, 1847-1856, 1858,1860, 1862-1866, 1870-1873	1500	GM-EMD	F7A	B-B	61,650	246,600	1952	
EF-15	PCT	1878-1879	PCT	721,754	1500	GM-EMD	F7A	B-B	61,000	244,000	1952	9
EF-15a	PCT	1903-1905	PRR	9659A-9661A	1500	GM-EMD	F7A	B-B	?	?	1950	
EF-15a	PCT	1906	PRR	9666A	1500	GM-EMD	F7A	B-B	?	?	1950	
ERS-20	PCT	2010-2014	—		2000	GM-EMD	GP38	B-B	65,100	260,400	1970	
AF-20	PCT	2021-2034	NYC	8021-8034	2000	Alco Pr.	RS-32	B-B	61,250	245,000	1961	5
AF-20	PCT	2035-2039	NYC	8035-8039	2000	Alco Pr.	RS-32	B-B	63,500	254,000	1962	
Af-20	PCT	2040-2044	NYC	8040-8044	2000	Alco Pr.	RS-32	B-B	63,500	254,000	1962	
AF-30	PCT	2050-2059	NYC	2050-2059	3000	Alco Pr.	DL-430	B-B	69,350	277,420	1967	
EF-20	PCT	2100-2112	NYC	6100-6105, 6107-6108, 6110-6114	2000	GM-EMD	GP20	B-B	63,650	254,600	1961	
EF-22	PCT	2188-2197	NYC	6115-6124	2250	GM-EMD	GP30	B-B	64,900	259,700	1962	
EF-22	PCT	2198-2249	PRR	2250-2251, 2200-2249	2250	GM-EMD	GP30	B-B	65,700	262,820	1963	
EF-25	PCT	2250-2251	PRR	2309-2310	2500	GM-EMD	GP35	B-B	65,400	261,510	1964	
EF-25	PCT	2252-2275	PRR	2252-2275	2500	GM-EMD	GP35	B-B	65,400	261,510	1964	
EF-25	PCT	2276-2296	PRR	2276-2296	2500	GM-EMD	GP35	B-B	65,000	260,100	1964	
EF-25	PCT	2297-2308	PRR	2297-2308	2500	GM-EMD	GP35	B-B	65,400	261,510	1964	
EF-25	PCT	2309-2368	PRR	2369-2370, 2311-2368	2500	GM-EMD	GP35	B-B	65,400	261,510	1965	5
EF-25	PCT	2369-2371	NYC	6125-6127	2500	GM-EMD	GP35	B-B	65,400	261,400	1963	
EF-25	PCT	2372-2393	NYC	6128-6149	2500	GM-EMD	GP35	B-B	65,000	260,100	1964-5	5
EF-25	PCT	2394-2398	NYC	6150-6154	2500	GM-EMD	GP35	B-B	59,700	258,740	1965	
EF-25	PCT	2399	NYC	6155	2500	GM-EMD	GP35	B-B	59,900	259,610	1964	
10AF-24	PCT	2400-2407	PRR	2400-2407	2400	Alco Pr.	RS-27	B-B	65,200	260,640	1962	
AF-24	PCT	2408-2414	PRR	2408-2414	2400	Alco Pr.	RS-27	B-B	65,200	260,640	1963	
AF-24a	PCT	2415	PRR	2415	2400	Alco Pr.	DL-640A	B-B	64,900	259,650	1963	11
AF-25	PCT	2416-2421	PRR	2416-2421	2500	Alco Pr.	DL-425	B-B	67,100	268,500	1964	
AF-25	PCT	2422-2436	PRR	2422-2436	2500	Alco Pr.	DL-425	B-B	67,100	268,500	1965	
AF-25	PCT	2437-2446	PRR	2437-2446	2500	Alco Pr.	DL-425	B-B	67,100	268,500	1965	
AF-25	PCT	2450-2459	NH	2550-2559	2500	Alco Pr.	DL-425	B-B	64,600	258,300	1964	
GF-25	PCT	2550-2529	NYC	2500-2529	2500	GE	U25B	B-B	67,100	268,300	1964	
GF-25	PCT	2530-2556	NYC	2530-2556	2500	GE	U25B	B-B	67,100	268,300	1964-5	5
GF-25	PCT	2557-2559	NYC	2557-2559	2800	GE	U25B	B-B	67,100	268,300	1965	
GF-25	PCT	2560-2569	NYC	2560-2569	2500	GE	U25B	B-B	67,100	268,300	1965	
GF-25	PCT	2600-2606	PRR	2500-2506	2500	GE	U25B	B-B	67,400	269,740	1962	
GF-25	PCT	2607-2628	PRR	2507-2528	2500	GE	U25B	B-B	67,400	269,740	1962	
GF-25	PCT	2629-2633	PRR	2529-2533	2500	GE	U25B	B-B	67,400	269,740	1964	
GF-25	PCT	2634-2648	PRR	2534-2548	2500	GE	U25B	B-B	67,400	269,740	1965	
GF-25	PCT	2649-2658	PRR	2649-2658	2500	GE	U25B	B-B	67,400	269,740	1965	
GF-25	PCT	2660-2669	NH	2500-2509	2500	GE	U25B	B-B	66,500	265,880	1964	
GF-25	PCT	2670-2685	NH	2510-2525	2500	GE	U25B	B-B	66,100	264,200	1965	
GF-22	PCT	2700-2749	—		2250	GE	U23B	B-B	65,800	263,000	1972	
GF-22	PCT	2750-2776	—		2250	GE	U23B	B-B	65,800	263,000	1973	

Railroad Class	Road Numbers	Former Numbers	HP	Builder	Model	Wheel Arngt.	Tract. Effort	Weight	Date Built	Notes
GF-28	PLE 2800-2821	PLE 2800-2821	2800	GE	U28B	B-B	68,710	274,830	1966	
GF-28	PCT 2822-2823	NYC 2822-2823	2800	GE	U28B	B-B	67,700	270,700	1966	
GF-30	PCT 2830-2839	NYC 2830-2839	3000	GE	U30B	B-B	69,100	276,400	1966-7	
GF-30	PCT 2840-2857	NYC 2840-2857	3000	GE	U30B	B-B	69,100	276,400	1967	
GF-30	PCT 2858-2859	NYC 2858-2859	3300	GE	U33B	B-B	69,100	276,400	1967	
GF-30	PCT 2860-2889	NYC 2860-2889	3000	GE	U30B	B-B	69,100	276,400	1967	
GF-33	PCT 2890-2915	—	3300	GE	U33B	B-B	69,300	277,000	1968	
GF-33	PCT 2916-2955	—	3300	GE	U33B	B-B	69,300	277,000	1968	
GF-33	PCT 2956-2970	—	3300	GE	U33B	B-B	69,300	277,000	1970	12
EF-30	PCT 3000-3049	NYC 3000-3049	3000	GM-EMD	GP40	B-B	69,400	277,720	1965	
EF-30	PCT 3050-3079	NYC 3050-3079	3000	GM-EMD	GP40	B-B	69,200	276,880	1967	
EF-30	PCT 3080-3104	NYC 3080-3104	3000	GM-EMD	GP40	B-B	69,200	276,970	1967	
EF-30	PCT 3105-3169	—	3000	GM-EMD	GP40	B-B	69,300	277,000	1968	
EF-30	PCT 3170-3223	—	3000	GM-EMD	GP40	B-B	69,300	277,000	1968	
EF-30	PCT 3224-3259	—	3000	GM-EMD	GP40	B-B	69,300	277,000	1968	
EF-30	PCT 3260-3274	EMD 11-20,22-26		GM-EMD	GP40	B-B	69,300	277,000	1969	
AF-16	PCT 3323-3325, 3327-3328, 3330-3331	NYC 3323-3325, 3327-3328, 3330-3331	1600	Alco-GE	FB-2	B-B	62,125	248,500	1951	3
AF-16	PCT 3337-3338, 3341-3342, 3345	NYC 3337-3338, 3341-3342, 3345	1600	Alco-GE	FB-2	B-B	61,950	247,800	1951	3
AF-16	PCT 3346,3348, 3350	NYC 3346,3348, 3350	1600	Alco-GE	FB-2	B-B	61,950	247,800	1951	3
AF-16	PCT 3355-3358, 3362,3364	NYC 3355-3358, 3362,3364	1600	Alco-GE	FB-2	B-B	61,800	247,200	1951	3
AF-16	PCT 3365,3367	NYC 3365,3367	1600	Alco-GE	FB-2	B-B	61,700	246,800	1952	3
AF-15	PCT 3368	NYC 3368 (2nd)	1500	Alco-GE	FB-1	B-B	57,625	230,500	1949	13
AF-16	PCT 3360,3372	NYC 3370,3372	1600	Alco-GE	FB-2	B-B	61,700	246,800	1952	3
AF-15	PCT 3390-3391	NH 0456,0458	1500	Alco-GE	FB-1	B-B	59,100	236,400	1947	
AF-15	PCT 3392	NH 0462	1500	Alco-GE	FB-1	B-B	59,100	236,400	1947	
AF-16	PCT 3393-3397	NH 465-469	1600	Alco-GE	FB-2	B-B	60,900	243,600	1951	3
EF-15a	PCT 3429	NYC 2429	1500	Alco-GE	F7B	B-B	62,050	248,200	1949	
	PCT 3432	NYC 2432	1500	Alco-GE	F7B	B-B	62,050	248,200	1949	
EF-15a	PCT 3437,3439-3442	NYC 2437,2439-2442	1500	Alco-GE	F7B	61,500	246,000		1951	
EF-15a	B-B 3444,3449-3456,3458, 3460-3462, 3464,3466-3469,3471, 3473	NYC 2444,2449-2456,2458, 2460-2462, 2464,2466-2469,2471, 2473	1500	GM-EMD			61,800	247,200	1952	
EF-15	PCT 3478-3479	PCT 712,733	1500	GM-EMD		B-B	61,000	244,000	1952	9
EF-15	PCT 3503	PRR 9542B	1500	GM-EMD		B-B	?	?	1948	
EF-15	PCT 3505	PRR 0545B	1500	GM-EMD		B-B	?	?	1949	
EF-15	PCT 3507	PRR 9554B	1500	GM-EMD		B-B	?	?	1949	
EF-15a	PCT 3508	PRR 9547B	1500	GM-EMD		B-B	?	?	1949	
EF-15a	PCT 3512,3516	PRR 9641B,9645B	1500	GM-EMD		B-B	?	?	1950	

(Roster continued next month. All notes in a future issue.)

William T. Morgan, P.O. Box 6469, Oxnard, Calif. 93031

Three Penn Central E-units, headed by No. 4285, with commuter train 1168 on New York & Long Branch tracks, at Point Pleasant Beach, on April 26, 1975, en route from Bay Head, N.J., to New York City. Looking on while waiting for another train is Sue Stimpson of Union, N.J. K4s used to own this route.

PC Nos. 2261-2262 with southbound empty hoppers at Lakewood, Ohio, May, 1975.
Photograph by Jim Edmonston

Penn Central GP20 2100 derailed on C.M. branch at Boiceville, N.Y., in '74.
Chuck Maxim, P.O. Box 395, Margaretville, N.Y. 12455

PC EF30A No. 6053 at Orangeville, Baltimore, Md., on cold January 10, 1971.

TRACKSIDE in the DIESEL AGE

by Jim Edmonston

WATCHING ConRail in the Cincinnati area gets more interesting every day as strange locomotives from all over the East come in and out. Sharon Yard, for years (since the Baldwins left), had been a rather drab outpost offering a collection of solid black EMD Geeps. Railfans in the area overlooked it while seeking the flashier paint schemes of Chessie and L&N and the unique high-hood models of Southern and Norfolk & Western.

Today, Sharon's engine facility is still drab—just a small section of the old New York Central steam roundhouse, a turntable, and fueling racks that make it tough for you to get a good view—but the power is well worth struggling for. Early in May, for instance, power in Sharon has included: seldom-seen Alco Centuries in both 4- and 6-axle models in Penn Central black (one ex-New Haven unit among them), even rarer PC F-7A's and ex-NYC GP-20's (rebuilt), and older PC U-25B's, U-25C's, U-28B's, some crudely painted out and re-stencilled "CR" for ConRail.

Also the normal road power of GP-38's, GP-40's, SD-45's, SD-40's, and the ordinary local stand-bys, GP-7's, GP-9's, SD-9's, and the two SD-38's we have working the hump.

"Foreign" paint schemes included: Erie Lackawanna U-boats and GP-35's, plus one U-33C, Jersey Central SD-35 and GP-9's, Lehigh Valley U-23B's, and two C-628's, and Reading GP-35's, C-424's, one C-430, and two C 630's. One Reading C-424 has been repainted ConRail by simply blacking out all RDG insignia and numbers and filling in "CR" and a new number, 2497. In contrast to the ConRail U-boats seen so far, this is a good job. The RDG diamond on the nose is solid black, with white "CR." The large RDG number under the radiator assembly has been blacked out completely, not just lined out, but the unit retains its old RDG brown and cream scheme. Not at all bad-looking.

The real surprise at Sharon in May was the presence of Missouri Pacific and Chicago & Eastern Illinois GP-35's, two of each seen. I understand from Bill Pletz, ConRail dispatcher at Columbus, that 12 or 13 MP-C&EI GP-35's are on lease by CR, which seems strange, with all of EL's units. Another stranger to Sharon is Seaboard Coast Line, but three SCL C-420's have been spotted. These come in on Louisville &

Portland Terminal No. 1006 backs string of cars in driving rain at Portland, Me., in October, 1974.
Walter Olevsky, P.O. Box 64, Carlstadt, N.J. 07072

Nashville, which runs transfers to Sharon from DeCoursey, Ky., using both ConRail and L&N power.

SCL has leased all of its C-420's to "Family Lines" member L&N. Seen so far are 1222L and 1238L. The "L" is added to the SCL numbers in masking tape to differentiate between SCL units and L&N's own SD-35's, which are also 1200-series. EL cabooses often come into Sharon especially on new train MC-97, from Croxton, N.J., over the old EL. Today the eastbound counterpart, CM-96, left with two EL GP-35's and EL cab #907, fresh out of Meadville Shops (3/76) in new EL paint.

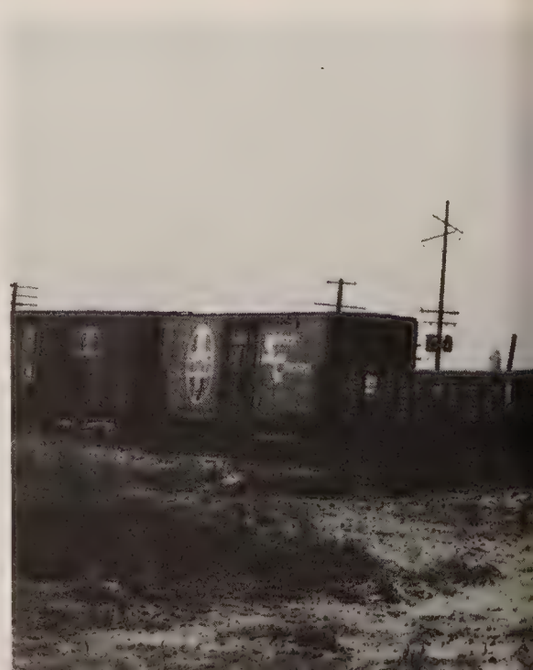
JERRY ROSENFELD, 133 Dulles Dr., Dumont, N.J. 07628, who publishes the *Northeast Railroader* (formerly *PC Railfan),* keeps close check on ConRail doings in his area; but as of his last letter, 5/6, he hasn't seen any of the makeshift "CR" U-boat schemes. However, he reports seeing ConRail cabooses and boxcars, which I haven't noticed as yet out here. He says a large number of EL units, all EMD, are at CR Shops in Selkirk, N.Y., probably being made compatible with CR's fleet. One thing I know will be changed are the engineers' seats. These must be made standard to comply with an agreement won by the Brotherhood of Locomotive Engineers at the time of the PC merger. EL's "toadstool" seats will go.

DID YOU NOTICE news coverage of President Ford's whistle-stop campaign train in Michigan? All the scenes I saw were on Grand Trunk Western, one showing their Bicen GP-38-2 No. 1776 leading two Amtrak SDP-40F's. The "GT" logo was in evidence on the rear of the President's observation car, and elsewhere. If successful, maybe this will revive a grand old custom that began with Abraham Lincoln—a way of getting close to the people.

A FREIGHT DERAILMENT on the Chicago & North Western just west of Chicago tied up a heavily-trafficked main, but the major concern was a ruptured tanker of ammonia which billowed great clouds of deadly gas over the town of Glen Ellyn, Illinois. This followed by a few days a bad accident in Houston, Texas, in which a tanker truck, loaded with ammonia, fell off an Interstate Highway onto another Interstate below, killing four persons and injuring 200.

A strangely-leaking tanker of unknown substance caused a furor in Hamilton, Ohio, a few weeks back, when the company on whose property the car was standing refused to allow inspection of the contents of its warehouse. It seems that the car was loaded with chemical wastes from Shell Oil in Houston, Texas, consigned to the Chem-Dyne Co. of Hamilton for disposal. Some substance added to the tanker set off the smoking reaction, and now there is a huge investigation by the Army Ordnance people, the Federal EPA, OSHA, and the State of Ohio. An alleged dumping ground is being excavated and some drums of chemical have been unearthed. The media mentioned nerve gas, mustard gas, etc. I get the feeling that if they had hit a key area with the wrong equipment, much of southwestern Ohio would have been a moonscape.

MEANWHILE, little Green Bay & Western, a strategic line with a good balance sheet and traffic to effect same, wants to merge with Burlington Northern. Other area roads, Chicago & North Western, Soo, and Milwaukee have offered GB&W $4 million for its property, but the small road says it has overwhelming support from shippers



and stockholders to accept the BN offer. The ICC has held hearings and probably will decide by year's end. At any rate, GB&W will merge with somebody—get your photos!

CHESSIE SYSTEM (B&O) motive power changes include some Alco switchers that had been stored in Cincinnati leaving for scrap. Gone to Pielet Bros. in McCook, Ill., on 5/15 are Nos. 9118 and 9129. More are slated to go.

H. Buckley of Kensington, Md., visited Cumberland (Md.) Shops and found that B&O's only GP-18, No. 6599, was set out for scrap after being wrecked. Also up for scrapping were stripped SW-1 No. 8417 and wrecked (badly) GP-9 No. 6445. Also wrecked but up for repair were GP-40 No. 3739, GP-9's numbered 6509, 6524, and 6425 (B&O's first GP-9). Also GP-35 No. 3507, GP-40 No. 4025, GP-38 No. 4808, and a B&OCT EMD switcher, 9605.

In the area of Washington, D.C., and Baltimore, Md., Chessie is using a lot of Western Maryland power, including Alco RS-2's and RS-3's. RS's reported are RS-2 No. 180 and RS-3's numbered 186, 188, and 190. Also in the area is Norfolk & Western power. B&O is now running a pool freight with C&NW and Union Pacific, Cumberland to Council Bluffs, with all three roads supplying power. Big yellow UP and C&NW units have been reported in Connellsville, Pa., so they must be using the Pittsburgh, Akron, and Chicago divisions.

MARCH-APRIL 1976 issue of *J-Milepost,* employee newsletter of U.S. Steel's Elgin, Joliet & Eastern Ry. (P.O. Box 880, Joliet, Ill. 60434) has a photo of the J's Bicentennial SD-38 No. 668 and a two-page photo-story by Dave Novak, Jr., of the demise of the famous Baldwin center-cabs.

EJ&E was the only road to re-engine the Baldwin DT-6-6-2000's, using new EMD 567's, which meant replacing the hoods to fit. The result was a unique combination of Baldwin cab, underframe, and trucks with EMD hoods and power. EJ&E 910 was retired on 8/9/75, and in a few days was scrapped. She was the last. Interestingly, EJ&E has used the EMD hoods from the scrapped engines as replacements on EMD NW-2 switchers—*really* confusing diesel spotters!

DERAILMENT of 28 cars of an eastbound St. Louis-Cincinnati freight on the B&O on May 16 shut off the westbound main (St. Louis Division) and the Riverside-Indianapolis (old Big 4) main of ConRail. Only one CR regular train uses this line per day, but B&O had to re-route its westbounds over L&N to Louisville, getting back on B&O there.

A friend of mine in Latonia, Ky.. was shocked to see *Gateway 97,* B&O's hottest westbound headed by Chessie and SP units, blocking a L&N crossing.

Another Alco S-2 pair left the other day for Pielet Bros., Nos. 9121 and 9170. Cut into a northbound ConRail transfer was an unexplained ATSF caboose, with a waybill attached. It was one of those big steel cars with high cupola perched far back. Her numbers started with 999 . . . probably going for some non-rail use (display, museum, etc).

AL SHADE, 9831 AldridgeDr., Columbia Station, Ohio 44028, often visits Collinwood Shops and of course has been reporting ConRail's acquired locos; but a real surprise was Ann Arbor GP-35 No. 393—the AA power was "lined off" the ConRail renumbering roster and I had surmised they would not take Ann's power.

Al also spotted a MoPac GP-35, No. 2519, and a Lehigh & Hudson River C-420, No. 28, which had been painted out with blue paint and relettered CR 2076. Al has heard that Collinwood will be the major maintenance point for CR's Alco power. I heard Conway would be. Al has started to see strangers in town, old Alco RS-1 No. 9924 and some 2400-series RS-27's.

Al's report that F-7A would be painted Brunswick green (nearly black, old Pennsy GG-1 paint) frankly met with skepticism here and elsewhere, but she turned up at Buckeye Yard in Columbus on 5/14 in Brunswick green! She's No. 1862, ex-NYC, home point Toledo. She carries a big "CR" on the nose. Bill Pletz, ConRail dispatcher reported her and myriad other happenings at his hard-pressed location.

BILL'S yard maintains more than 300 units and has a 10-stall enginehouse! Incidentally, Bill has 34 years seniority with the Pennsy, PC, and now ConRail. He says the past few weeks have been the most exciting he's ever spent . . . this from a man who has photographed railroads all over the U.S. as well as in England and Western Europe. Bill's a steam fan, but he knows trains in all forms, from tramways to four-track mains. No diesel fan, but he realizes the importance of the current upheaval—get those shots before all of those mixed paint schemes are gone!!!

Bill reports that one of the Indianapolis Union's SW-1500's went through Columbus, bound for Conway for wheel-trueing—so Pittsburgh area fans might get a look at that one. Also, three more Peoria & Eastern (NYC System) SW-7's (8900's) rolled through enroute to new assignments in Buffalo—so you Buffalo guys watch for them.

STEVE LA CONTE, 67 Harris Ave., Norwalk, Ohio 44557, saw a GP40 in Sandusky, Ohio, painted ConRail. That's the first report I've had of any Big Geep to get the CR relettering.

NOW LISTEN to Jim Chekouras, P.O. Box 541, Ashtabula, Ohio 44004. Jim is

Photograph by William T. Morgan

Apache Ry. RS-11s Nos. 800, 700, and 900, work hard getting train started at Holbrook, Ariz., in '75.

an ex-news photographer covering me with rail news in his Lake Erie town. You remember Ashtabula—site of the 12/29/1876 train disaster on the old Lake Shore & Michigan Southern. The *Railroad Magazine* once had a big feature story on it.

Of course, a lot of railroading has gone on since then, under the names NYC, Nickel Plate, and Pennsy, but nothing has ever put more "foreign" power into that town than the current ConRail shakeup. First, NKP became part of N&W, and now N&W is linked with the expanded Delaware & Hudson at Buffalo, with run-through trains operating into Bellevue, Ohio, and west.

So power on N&W through Ashtabula is varied: straight N&W, ex-NKP units in N&W paint (all locos with 4-digit numbers starting with "2"), D&H power, including those RDG, LV, and EL units which D&H recently bought but has not repainted, SP units from westerly N&W run-throughs that are operated east out of Bellevue, and possibly Union Pacific locos from the same pools.

On ConRail itself (old NYC) there are Penn Central units of almost every description (Jim has sent in numbers of nearly every type of road unit, including EMD, Alco, and GE models in 4- and 6-axle styles), Detroit Edison units on the DEEX unit coal trains, and an Amtrak schedule using SDP-40F's. Of course, all component roads of ConRail can be seen, as we have mentioned earlier, LV, EL, Reading, and CNJ all use power through Ashtabula in ConRail consists.

A model not seen regularly elsewhere is the F-7A (which Jim refers to as "streamliners"), in lashups of three or four at a time on coal drags. "Foreign" units that PC had leased before ConRail included Boston & Maine and Bangor & Aroostook.

The new road in town is Pittsburgh & Lake Erie, coming in from Youngstown on trackage rights over ConRail, gaining access to the Lake Erie coal/ore docks and affecting interchange with N&W. P&LE has been using GP-9's, U-28B's and their new MP-15's in Ashtabula. The April and May reports from Jim Chekouras chronicle much activity in this town—sounds like an area that will see many railfans. Keep us posted, Jim.

CHANGING the subject, Manitou & Pike's Peak Ry. this summer will get new diesel MU's built by the Swiss Locomotive & Machine Works of Winterthur, Switzerland. They are powered by two water-cooled 6-cylinder Cummins diesels, rated at 300 hp. The present M&PP cars are operated singly with 80-seat capacity, but the new ones are designed to operate in pairs, with 206-seat capacity.

Milwaukee MP-15AC Nos. 486 and 489, brand new at Bensenville, Ill., March '76.
Photograph by R. Koscik

The mountain-climber is a cog railway, which climbs a 25 percent grade to an elevation of 14,000 feet. A hydraulic transmission operates the cogwheel drive, which engages the center rack-rail. M&PP has three separate systems of car braking. Safety is of utmost importance, of course. The new cars will travel up the 25 percent at 6-7 mph.

Robert E. Seip, 941 Allen St., Allentown, Pa. 18102, and his wife, Martha, rode the M&PP in 1970 and heartily recommend it. Bob says the Swiss are testing these cars on completion on the Rigi Railroad in Switzerland, which is electrically powered but is likewise a cog railway.

NEWS FROM CANADA is always heavy. First, Omer Lavallee, supervisor of special projects and archives for CP Rail and one of our *Interesting Railfans,* reports that his office has set aside CP H-16-44 No. 8554, C-Liner 4065 (both F-M's), and Baldwin DRS-4-4-1000 No. 8000 (Vancouver Island loco) for historical perservation.

G. Wayne Hines, 86 Kaye St., Lower Sackville, Nova Scotia, corrects a mistake in our March issue. L&N 98's 6-cylindered 251 prime mover is not the only such in railroad service. These are found also in later switchers and Alco S-5, S-6, and T-6, which is right.

Also in Nova Scotia: CN SW-1200RS No. 1327, in new paint enroute to Newfoundland, was involved in a crossing accident at Sydney, N.S., and had to be returned to Montreal for repair. She was to have replaced NW-2 No. 7941, one of the standard-gage engines kept at Port aux Basques to affect interchage between standard- and narrow-gage Newfoundland lines. Some of the rebuilt MLW 1750-series engines are showing up in Nova Scotia, and Wayne says that the only RSC-24 left, No. 1800, is in switching service at Halifax, but is expected to return to her normal haunts around Bridgewater, N.S.

An interesting combo was spotted leaving Halifax with a freight: FP-9A, B Unit, FPA-4, and SW-1200RS, all rare units and all appeared to be running. Normal power out of Halifax is M630, C420, SD-40, or GP-38.

CP RAIL has returned two of the Trainmasters to hump service at Alyth Yard; Nos. 8900 and 8904 working while 8905 was being prepared (probably in service by now). The scrap dock at Ogden held the last 4 CLC (F-M) H-20's, Nos. 8724, 8711, 8710, and 8709. All of the PNC leasers (ex-QNSL) on CP Rail are heading for the U.S.A., reportedly C&NW, maybe scrap or trade in. No more PNC's on CP Rail.

Quebec Cartier Mining is leasing or buying DMIR 900's. Five of them had been delivered in early May. Reportedly QCM is interested also in eleven Canadian National M636's. The RS-18 No. 8739 is shown "stored unserviceable," but her frame is being used as fill in a washout near Bath, N.B. I'd call her unserviceable, too, without a frame. C-424 No. 4237 was last one in old colors, but in Angus Shops for work, so possibly new paint by now.

FP-7A No. 4037 us still running in old colors, and somebody attached an old beaver plaque to her nose in Toronto the other day . . . so looks sharp! GP-9 8637 is stranded behind a washout at Slocan City, B.C. A bridge will have to be built to get her out. Five stored RS-3's were refired for use on the St. Luc hump. C-Liner 4104, supposed to go to the City of Calgary for display, might not make it because of financial problems.

Northern Alberta Rys. 203 was rewired by Weston Shops. British Columbia Rys. 1004 was sold to Cascade Ventures of Vancouver for resale as scrap in the U.S. Canada's new speed record of 129 mph was made by the LRC train in March, on a test run. The old record was 112, set in Sept. '36 by a 4-4-4 Jubilee just outside Montreal.

EXPORT UNITS for Iraq and Cuba are still to be seen in the MLW complex, although the last of the Cubans should be gone by the time you read this. CNR 1327 and a Devco unit, 214 or 215, got

together in April; but the units are now back in service after head-on. Steam trips on Cape Breton Island will run on weekends this August. Finally, the damaged Fraser River bridge in Vancouver was reopened in the last week of April.

WATCH FOR a 20th Century Fox movie featuring a CP Rail special passenger consist lettered "Amroad" for the film. She's headed by two FP-7's and is now shooting sequences in Canada. CP calls the train the *Silver Streak*. Latest word has it that the three Alyth Trainmasters are retired again, due to crew complaints of excessive smoke.

THAT WESTERN PACIFIC five-car Bicentennial train we mentioned a while ago was headed by GP-40 No. 1776. It consisted of WP 65440, a specially-cushioned boxcar PTLX 1776, a covered hopper, USLX 364, an insulated boxcar, a piggyback flat with two Western Pacific Transport trailers, and WP caboose 474, all painted in different red, white, and blue schemes. WP will paint a second GP-40 (3541) in those colors and number her 1976. The WP 1776 is ex-3540. For this info we thank Roy D. Nulph, secy. of Promontory Chapter, NRHS, P.O. Box 20392, Salt Lake City, Utah 84120.

THE FREEDOM TRAIN is almost finished with its nation-wide tour. As I write, SP 4449 was about to turn over the train to Reading 2101 (AFTX 1) in Birmingham, after visiting my area (Dayton, Ohio) in June, the train pushed on to West Virginia and the East. I hear that AFTX 1 is now repainted red, white, and blue, a la 4459.

LATEST MODEL in EMD's switcher line is MP-15AC, although the big loco is far from looking like a goat. As with MP-15DC, it rides on Blomberg B road trucks and is an end-cab configuration with a long low hood and twin conical stacks. General characteristics of cab and hood follow those introduced on SW-1500, with the paper air-filter bulge ahead of the cab (presumably an option, as on MP-15DC).

However, the front of the loco ahead of the forward truck is radically changed, due to the adoption of the "tunnel" air-intake system first seen on SP's SD-45T-2's. This system features low air intakes and protective grill located right above the frame, with fan assembly and rooftop grid above it. The unit's front is flat, with only two small square inspection doors and two tiny round covers under a large overhanging headlight-class light assembly.

The first such unit was SP 2702, built in Aug. '75. Southern Pacific uses the large front light assembly for headlight and class lights only. The Milwaukee Road, which also bought this model, uses the assembly as a numberboard, as well as for head and class lights. In addition, Milwaukee sports a plow on the front pilot. MP-15AC is 18 inches longer than the DC version.

EMD, then, offers three switchers to the industry: the SW-1001, a true switcher; the MP-15DC, a light road switcher; and MP-15AC, a longer-range road switcher. Even so, the MP models may be outdated by the new GP-15-1, a short "tunnel air" version of the old GP-7, now on the erecting floor. Both C&NW and Missouri Pacific are interested in it.

So, we close the study of EMD's 40-plus years in the switcher market, a period that brought the company from struggling newcomer to complete domination, and from the first SC to the MP-15AC, a company whose switchers bears an unmistakeable "EMD look."

Vandalism and deliberate destruction forced the Erie Lackawanna R.R., just prior to ConRail, to erect a protective fence around its locomotives stored on the Paseack Valley line in Spring Valley, N.Y. Sad commentary on our times.

Bruce Russell, 240 Mount Vernon Pl., Newark, N.J. 07106

THE "MA & PA," which pulled back from Maryland to the Pennsylvania state line at Delta in the mid-fifties, has now expanded by 56 miles to the other direction, taking over the 55.7-mile ex-PRR line to Frederick, Md., from York, Pa. This road will handle all of the old PC's Frederick switching. It added three locomotives, and the current roster reads: No. 81, EMD NW-2; No. 82, EMD SW-9; No. 83, an EMD SW-900m rebuilt from SC, ex-Steelton & Highspire; No. 84, an EMD SW-9 from P&LE; No. 85, EMD NW-2 from Reading, and No. 86, and ex-RDG GP-7.

AUTO-TRAIN, which had recently a derailment in Virginia with a 53-car consist, has "temporarily discontinued" all service out of Louisville. The reason given is "lack of equipment," so it looks as though eastern trade is swamping A-T. Louisville ridership was low anyway, with only one departure per week (Saturday).

CONTINUE sending diesel news to Jim Edmonston at 821 Clearfield Lane, Cincinnati, Ohio 45240.

INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 420 Lexington Ave., New York, N. Y. 10017. No questions will be answered by mail or telephone.

1. What are prospects for renewed service over Poughkeepsie railroad bridge?

From the ConRail viewpoint, not good. In a recent letter to the editor of the *Hartford* (Conn.) *Courant*, Robert S. McKernan, executive representative of ConRail, New Haven, wrote:

"Your editorial urging restoration of the rail bridge over the Hudson River at Poughkeepsie asks for an expensive rehabilitation of a railroad routing for which there seems no present or future justification. While the U.S. Railway Association's final system plan did include the bridge, with a very low priority, and while ConRail is still studying its potential, if any, the following comments on your editorial may be helpful to your readers.

"Your editorial claims the bridge is vital to Conn. and its rail shippers and to those in the Northeast. This has not been demonstrated by its recent history. At the time the bridge burned, only one round trip of service was operated over it, mainly to satisfy an ICC order in the New Haven Railroad inclusion case. The great majority of shippers, who determine routing of freight cars, had long before chosen the faster route through the $40 million modern electronic classification yard at Selkirk, N.Y. Public authorities in Mass. and Rhode Island have stated they do not need nor want the bridge routing."

2. Which were the largest shops and roundhouse in northern Illinois just prior to WW1?

Illinois Central's Burnside Shops, located a few miles from Chicago, had a roundhouse with about 60 stalls.

3. Where is the Ft. Steele Historic Park Ry.?

This is a 20-minute, 2½-mile ride through the historic village of Ft. Steele on Rte. 93-95 in southeastern British Columbia, about 50 miles north of the U.S. border, The village has nearly 40 buildings, with emphasis on the local mining industry. Its locos include *Dunrobin*, an 0-4-4T, built by Atlas Works, Glasgow, Scotland, in 1895, originally made for the private train of the Duke of Sutherland, and *Robert E. Swanson*, a 3-truck Shay, out of Lima in 1936 for Canadian Forest Products. The latest info we have is that trains run from 10:30 a.m.-5:30 p.m. until Labor Day, but you'd better query Ft. Steele Historic Park, Ft. Steele, B.C., Canada.

4. Any specs on Virginia Railways' big Alleghanys?

These behemoths, numbered 900-907, were 2-6-6-6 with four 22½x32" cylinders, 67" drivers, 260 lbs. boiler pressure, and weighed 724,500 lbs. Their usual run was coal drag service between Roanoke and tidewater at Sewells Point, Norfolk, Va.

5. I'm a widow of a Soo Line employee. What is required for my son, a college sophomore, to be eligible for survivor benefits?

He must be between 18 and 22, unmarried, and attending school on a full-time basis. His deceased father must have been insured for survivor benefits under the Railroad Retirement Act. In general, the parent would be insured at death if he had 10 or more years of railroad service and a "current connection with the railroad industry." The latter requirement is generally met if the parent had been working in the railroad industry up to or shortly before his death or retirement.

6. Tell me about the Edaville Railroad.

This road offers a 5½-mile, 30-minute trip through cranberry bogs, near Plymouth and Middleboro, at South Carver, Mass., on the approach to Cape Cod. The Edaville operates vintage locos and cars from Maine's once-extensive 2-foot-gage era. Operating locos are No. 3, 0-4-4T, a 1913 Vulcan, and No. 4, 0-4-4T, a 1918 Vulcan, both ex-Monson; also No. 7, 2-4-4T (Baldwin, 1913) and No. 8, 2-4-4T (Baldwin) in 1924, both ex-Bridgton & Harrison. Cars consist of wooden open-platform and combine coaches, flatcar with benches, and a caboose. The old Sandy River & Rangely Lakes private car is a gem. Now thru Labor Day, steam power runs daily from about 10 a.m. to about 5:30 p.m., except Sunday noon. From Labor Day to mid-October diesel power is used on weekdays, steam power on Saturdays, Sundays, and Holidays. In November, Sundays only.

Two great occasions are June Railfan Day and the Christmas Festival. People come from all over to see the gay Yuletide spectacle of multicolored lights, steam whistles, and coal smoke. This festival runs from the last Sat. in Nov. until first Sun. in Jan., with time out on Christmas Day. Outside equipment on display includes Boston & Maine Mogul 1457 and B&M streamliner *Flying Yankee*. The Edaville museum has a large collection of railroadiana, especially that of R&LHS, also fire department memorabilia, rural town street of years ago, and antique automobiles. For further info check Edaville R.R., Box 7, South Carver, Mass. 92566.

Bridgton & Harrison 2-4-4T No. 7, built by Baldwin in 1913 during her Maine operating days. She's now operating as No. 7 on Edaville R.R. at South Carver, Mass.

Collection of Gorton T. H. Wilbur

7. Please print "Interurban," by Herbert W. Dosey

Standing before the station,
All gleaming in green and gold,
Waits the huge interurban
Imposing, sleek, and bold.
Eager to fulfill its mission
As the air-pump sings an ode,
The big car seems determined
To protect its trusting load.

Fares are peering thru windows,
The motorman's framed in the door;
Two bells ring out with a tinkle;
This car can tarry no more.
Across the bridge and away
Gears humming a beautiful rhyme,
Swift flight thru a shady glen
Wheels clicking in perfect time.

The whistle sounds a challenge
As crossroads come in view,
Green fields roll off to left and right
The stops are far and few.
And now the gears are quiet,
Firm brakes are clamping down
For you see the journey's ended;
We're arrived at the old home town.

8. How can I reach the Canadian Railway Museum?

This major project of the Canadian Railroad Historical Assn. is located at St. Constant on the south shore of the St. Lawrence River, just off Hwy. 9-C, 10 miles from downtown Montreal and 30 miles from the U.S. border. Over 100 steam, electric, and diesel locos, passenger and freight cars, streetcars, and interurbans are on display. The collection traces Canadian railway development from a 2-2-2 to a 2-10-4 Selkirk. One feature is a turn-of-the-century passenger train headed by an 85-year-old Eight-wheeler. Displays are housed in large, modern buildings. The museum is open daily thru Labor Day, and then weekends only, until late October, 10 a.m.-5 p.m. A year ago train and streetcar operations were on Sunday and holidays only, using CNR railcar 15824. Steam loco *John Molson* ran on Sunday, some Monday afternoons. Contact Canadian Railway Museum, Box 148, St. Constant, Que. JOL 1XO, Canada.

9. What happened to the B&O station in Philadelphia?

Passenger service on the Royal Blue line ended in 1958. After a fire, the depot was razed in 1963. Today, according to the Railroad Station Historical Society, the site is a vacant pile of rubble. The steps to the entrance on Chestnut St. are still present, and the marble waiting-room floor and the station platforms remain on the floor below. Frequent freight trains of B&O and ConRail continue to be exchanged on the two-track line (three tracks at the former station site), but passenger trains remain a memory.

10. Tell me about the mileage operated by divisions of the Oregon Short Line in the late 1890s.

If you count the Boise City Ry. & Terminal Co. junction with OSL to Boise City, and the Montana Union Ry., Silver Bow to Meaderville, Mont., total mileage was 1,438.44. OSL divisions alone were: Granger Wyo.-Huntington, Ore., 541.81; Ogden, Utah,-McCammon, Idaho, 110.64; Pocatello, Idaho-Silver Bow, Mont., 256.02; Ogden-Frisco, Utah, 275.93; Nampa, Idaho, to junction with BCR&T, 16.42; Shoshone-Ketchum, Idaho, 70; Cache Jct., Utah-Preston, Idaho, 42.35; Syracuse Jct.-Syracuse, Utah, 5.85; Salt Lake City-Terminus, Utah, 37.32; Saltair Jct.-Saltair, Utah, 2.42; Lehi Jct.-Tintic, Utah, 53.52; Ironton-Northern Spy Mine, Utah, 6.81; Silver City Jct.-Eureka, Utah, 3.24, and Mammoth Jct.-Mammoth, Utah, 1.82.

11. Locate Stone Mountain Scenic R.R.

It's inside the Stone Mountain Memorial Park a few miles east of downtown Atlanta, Ga. Steam trains run daily through Labor Day at 45-minute intervals, circling the base of the mountain on a five-mile loop, taking about 25 minutes. During off-season, an ex-Johnstown, Pa., trolley converted to diesel power makes the trip. For schedules and fares contact the railroad at P.O. Box 447, Stone Mountain, Ga. 30083. Locos include No. 60, a Baldwin Eight-wheeler built in 1922 for the Espee; ex-Red River & Gulf No. 104 4-4-0 (Baldwin, 1919), and No. 110, Prairie (Vulcan, 1927), ex-Cliffside. Cars are ex-C&NW coaches and combine resembling ante-bellum era. Also baggage car built over diesel loco to provide help for steam engines. Stone Mountain is a tremendous mass of exposed granite, possibly the largest on earth. On its north side are carved Confederate heroes.

12. Is the Chesapeake & Ohio's famed Greenbrier hotel still open?

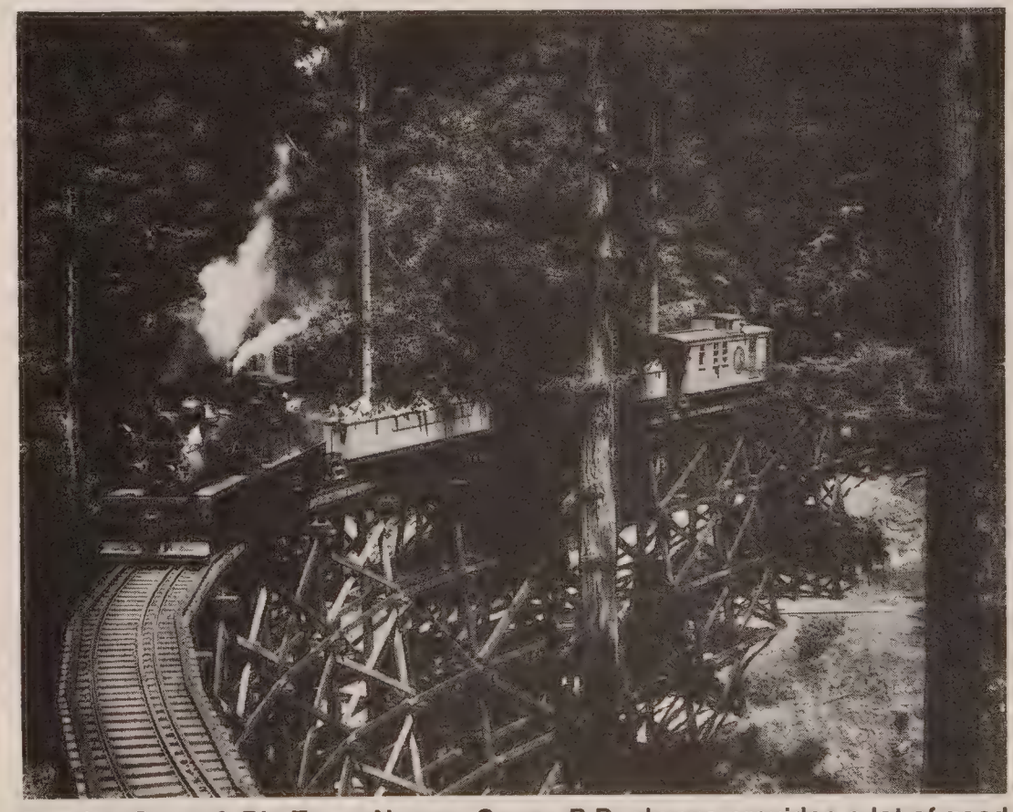
Yes. Operated by the White Sulphur Springs Co., it recorded another profitable year in 1975.

13. Did Milwaukee Road ever equip any of its observation cars with floodlights?

Yes, indeed. It put these on transcontinental trains to let passengers enjoy the scenery at night. The *Olympian Limited* was the first so equipped, leaving Chicago on Feb. 1, 1926. The lights were mounted so that they were easily shifted at will.

14. What road is RC&BTNG?

This is the Roaring Camp & Big Trees Narrow-Gage R.R. that operates, and as far as I know is running again



Roaring Camp & Big Trees Narrow Gauge R.R. always provides a lot of good steam riding midst the tall trees along the 5-mile, one hour trip near Felton, Calif.

Roaring camp & Big Trees Narrow-Gauge R.R.

Santa Fe Ry.'s hi-level cars on *El Capitan* during the height of their popularity, at the station in Albuquerque, N.M. Line no longer owns any of these cars.

Santa Fe Railway

this year, out of Felton just north of Santa Cruz, Calif. Locos listed are No. 1, 2-truck Shay (Lima, 1912), ex-Coal Processing Corp.; ex-West Side Lumber Co. No. 2, 2-truck Heisler built in 1899; No. 3, an 0-4-2T Baldwin, ex-Hawaiian plantation engine, and ex-D&RGW No. 50 GE switcher. The trip is a 5-mile, one-hour narrow-gage steam ride up steep grades and around sharp curves. It climbs an 8% grade through the redwoods and winds around horseshoe loops to the summit of Bear Mt. At the Spring Canyon loop, the track crosses over itself on a 5% grade.

Cars are open excursion type, with a side door van. At Roaring Creek display area is an 1880-era general store, covered bridge, caboose saloon, chuck-wagon barbecue, and a trout fishing stream. Fares and schedules you'd better check the railroad, P.O. Box 338, Felton, Calif. 95018.

15. Who was Marc Sequin?

A French engineer and scientist, born in 1786. He built the first steam locomotive in France in 1829 for the Saint-Etienne-Lyon Ry. It was the first engine with a multi-tubular boiler, which he patented in 1827. A forced draught was provided by two rotary fans on the tender, driven by the wheels. The engine weighed nearly 6 tons in working order. Sequin died in 1875.

Running Extra

THAT PHOTO of NYNH&H *F.T. Stanley* No. 54 in March '76 issue looks like the eastside of Morgan St. freight house and railroad yard in Hartford.—L.B. Prouty, 123 Porterbrook Ave., East Hartford, Conn. 06118.

DIRECTIONS for Halton County Radial Ry. (May issue) should read Hwy. 401, not 40.—John Gardner, 520 Victoria Park Ave., Toronto, Canada, M4E 3T4. (*Ed. note:* Sorry for a "1" that was punched but didn't show up.)

ANSWERING the question, "What is a safety track?" in May issue: It's a track on a descending grade that will divert a heavy train to an upgrade. The track is located at an interlocking and kept set for the "safety track" or "runaway track." The descending train comes on a circuit and actuates a devise to unlock the lever that controls the switch which is kept in position to the safety track. The descending train must use so many minutes between where it comes on the circuit and the home signal before the operator can change the route from safety track to main track. These tracks are stub ended and hold about 150 cars.—Roger Snyder, Beaver Valley Rd., Ashville, Ala.

INFO AND PIX wanted on these railroads: Central New England, Poughkeepsie & Eastern, Poughkeepsie Bridge R.R., Dutchess County, Newburgh, Dutches & Conn., and Hartford & Conn. Western.—Edward J. Colgan, 172-12 Crocheron Ave., Flushing N.Y. 11358.

WHEN did railroads employ the most people? How many are employed today?—Wm. H. Thompson, 200 Palm Ave., Millbrae, Calif. 94030.

AS TO QUERY in Jan. '76 issue: the Santa Fe no longer owns any hi-level passenger cars. All the 9900 series Amtrak cars are ex-Santa Fes. They are still in good operating condition. Amtrak has asked SF for a bid to convert them to all electric status so they could be used in conjunction with the new Pullman Standard Hi-Level cars on order. Santa Fe does maintain a fleet of cars, Nos. 60-68, which includes a full diner, a full bar lounge car, a dome lounge car, and 6 (4-4-2) Regal Series sleeping cars, all stored at Topeka.—John A. Mills, 2825 Burnett Rd., Topeka, Kans. 66614.

ANYONE HAVE old issues of *Railroad Magazine* that carried an index of steam rosters printed in previous issues?—C.W. Abbott, 1 Queens Dr. S., Newark, Ohio 43055.

WORKING ON a short history of the Opelousas, Gulf & Northeastern, which was absorbed by the Texas & Pacific years ago. It ran from Opelousas to Melville, La., primarily hauling cotton, cane, and lumber. The line also had a daily passenger train to a large logging camp at Swazey Lake near Melville and a turntable at Port Barre.—James Leininger, Box 407, Port Barre, La. 70577.

WHO CAN tell me about disposition of Forest Products Chemical Co. 2-6-2 No. 3 of Memphis, Tenn.?—Geo. Gregory, 523 North Monroe St., Traverse City, Mich. 49684.

DURING the 1930-40 period and possibly 1950s, which roads painted their boxcars freight-car red with roofs and ends black? Also, has anyone a photo of an extended, or wide-vision, Reading caboose? I'm repainting an AHM "HO" version and need prototype.—LeRoy Johnson, 1431 W. 7th St., Chester, Pa. 19013.

WHAT RADIO frequencies are used by the Providence & Worcester

R.R.?—Raymond W. Postma, RR1, Box 47, Uxbridge, Mass. 01569.

I HAVE a collection of 30 steam engine records. All the locos recorded have steam whistles with the exception of the Southern Pacific GS4 type which has an air horn. Why were air horns used and did other roads use them on their steam engines?—John W. Keleher, 163 Stevenson St. S, Guelph, Ontario, Canada.

COMMENTING on date-nail article in July *Railroad*: the Texas Date Nail Collectors Assn. has members in the U.S., Canada, and South Africa. Its secretary-treasurer is R.D. Hughes, RR2, Box 269, Goldthwaite, Texas 76844. Dues are $7.50.—R.A. Wood, 111 N. Montgomery, San Augustine, Texas 75972.

WORK NUMBERS wanted of the 88 Decapods built by Vulcan Iron Works, Wilkes-Barre, Pa., for Turkey in 1947.—Helmut Dahlhaus, D-5830 Schweln, Postfach 144, West Germany.

CALIFORNIA ZEPHYRS (Nos. 17 & 18) ran on the WP from March 20, 1949, until March 21, 1970. The *Zephyrette* (Nos. 1 & 2) began triweekly service between Oakland and Salt Lake City, Sept. 15, 1950, with last run Oct. 2, 1960. The Budd cars were numbered 375 and 376. The two RDCs were sold in 1962 to Northern Pacific, which renumbered them B-31 and B-32. Amtrak took over both cars. One was damaged in a wreck and retired.—James Lekas, 2348 Corbin Lane, Lodi, Calif.

I WANT Penn Central Post (PC employees mag.) for Nov., Dec. '75, and Jan., Feb. '76.—E.W. Ross, 4809 Tannelle Ave., North Bergen, N.J. 07047.

WHAT INTERCITY passenger trains were being operated separately by the Erie and Lackawanna just prior to their 1960 merger? Where did they originate? Terminate? Also infor regarding EL intercity passenger operations before they ended in Feb. '70.—Wm. Jones, PSC Box 5693, Elgin AFB, Fla. 32542.

I HAVE a railroad passenger car step made of wood with metal legs, or corner braces. When was this used—on what roads?—Jacob Keizer, 410 Barrington Rd. #83, Waoconda, Ill. 60084.

ANSWERING query in Nov. '75 issue: the almost 60 Centipedes built were distributed as follows: Pennsy 5811-5834, SAL 4500-4513, and NdeM 6400-6413. The Erie's were 1500-1502.—David Blumberg, P.O. Box 165, Lawrence, N.Y. 11559.

It was fair and warm on this day in May a few years ago at Marinette, Wisc., as Chicago & North Western Fairbanks Morse Trainmaster No. 1694 was preparing to leave on a southbound freight. Unit was one of five hauling pulpwood train.
Philip Doran, 1447 Elizabeth Ave., Marinette, Wisc. 54143

ANYONE HAVE an alltime list of railroads and traction lines that operated out of Des Moines?—Larry Kirstin, 661 Gepke Pkwy., Des Moines, Iowa 50315.

IS THERE a Berwind Railroad in Pennsylvania? If so, is it in a coal-mining area or is it just a company that rents coal cars?—Lewis Baker, retired 81-year-old ex-NYC electrician, 469 Selma Rd., Springfield, Ohio 45505.

IS THE KATY or Missouri Pacific planning a Bicentennial design for diesels, or hacks? Will the Katy use some of its Federal millions to buy new diesels?—Paul Berlin, 1636 East Okmulgee, Muskogee, Okla. 74401.

I WANT HISTORICAL info on following North Carolina short lines: Yadkin, BR, BUC, CS, TF, C&WC, A&EC, HPRA&S, D&W, T&NC, B&C, CN&L (pre-SCL), WSSB (pre-N&W), and C&NW (pre-Southern).—David Wright, 1112 Riveroaks La., Charlotte, N.C. 28211.

WHAT IS the purpose of the numerical display boards on the SP?—Roger Lambert, 1027 Thelma Ave., Vallejo, Calif. 94590.

ANYONE TELL ME location of Erie Pacific 2509, in Jan. '74 issue? Was it Rutherford, N.J.?—Stephen Angelicola, 736 Fifth Ave., Lyndhurst, N.J. 07071.

TO WAB DAVIDSON: I need negatives of OWR&N 4-4-2 Nos. 88-102. Would you care to sell your negs. of Nos. 96 and 92? Do you have any other negs? Would accept duplicate negs.—Paul R. Douglas, 112 W. 21st St., Vancouver, Wash.

The major project undertaken by the Conn. Electric Ry. at Warehouse Point last year was completely refurbishing ex-Conn. Co. car 3001. Some of the work included sand-blasting the car to bare metal for repainting. No. 3001 shown during her Conn. Co. days on Lombard St. at Main, in New Haven, Conn., July 11, 1937.
Collection of Gorton T. H. Wilbur

STEVE MAGUIRE'S

TRANSIT TOPICS

Rare old Case motorbus lettered with Peninsula Railway emblem, seen in the Pacific Electric Ry. yards in early 1920s. Print taken from an original PE glass negative also shows PE freight motor working yard in right background.

Collection of Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719

TWO MORE electrified industrial railroads are being built in northeastern Texas, reports G.M. McDonald, editor of *The Short Line*, 4122 Tolsa Dr., Greensboro, N.C. 27406. Both lines will be automated coal-haulers, similar in purpose to the presently operating Muskingum Electric at Cumberland, Ohio, and the Black Mesa & Lake Powell near Page, Arizona.

Operator of the two separate radoads, totaling 32 miles, is the Texas Utilities Generating Co., subsidiary of Texas Utilities Co. One is a 10-mile lignite-hauling line from the mines to TUG Company's Monticello station, near Mt. Pleasant, Texas. The diesels now handling this line will be replaced by three new E25B electric locomotives built by General Electric. This line is being extended 9 miles.

The second new electrification is a 13-mile operation to serve the Martin Lake station at Henderson, Texas, about 90 miles south of Mt. Pleasant.

GE will build seven new-model E25B electric locos for the lines in 1976-7. Operation of the first should begin this year.

FUTURE of the 75-year-old cable car system at Wellington, New Zealand, is being decided by the City Council, according to Russell Grigg, 15 Sunbrae Dr., Silverstream, Upper Hutt., N.Z.

After inspecting the present cable line, a Swiss engineer reported that it has a low safety standard and would not be permitted to operate in Switzerland (we wonder what he would say about the San Francisco cable system!). The primary objections of the investigator, A. Hadorn, were to the open side seating, exposed tow ropes, and lack of driver visibility. He suggested scrapping the present cars and replacing them with a modern fully-automated system at cost of $870,000. This cost would be paid for in eight years by eliminating the jobs of 16 drivers who now run the cars.

A few Wellington Councilmen oppose the plan. One notes there has been only one fatality on the cable cars to date. The system also used trailers in the past, but these were given up in 1974.

UMTA'S ADMINISTRATOR, Robert E. Patricelli, announces a new project to demonstrate the benefits of fully automated people-mover systems in urban downtown areas in up to three U.S. cities later this year. He says the DPM project aims to show whether or not relatively simple automated systems can provide a reliable and economical solution to the local circulation problems in congested downtown areas.

"Such systems have proven effective in controlled environments, such as airports," Patricelli comments. "We now want to test their feasibility and public acceptance in the harsher and more demanding environment of a real city."

The recent order of equipment for Metropolitan Atlanta Rapid Transit Authority is expected to be the last new customized, non-standard transit cars funded by the Urban Mass Transit Authority, according to Patricelli. Standardized specifications for such cars is the goal of a coordinated study project involving UMTA, the transit industry, and railcar builders. This is an effort to overcome the growing problem of acquiring equipment at a reasonable cost.

"The goals of rail car standardization are to produce lower unit costs, both at first and over the equipment life of the cycle," the Administrator says. "We are trying to achieve reduced maintenance costs, to reduce the penalties of unreasonable contract terms and conditions, and curb the need for suppliers to design all-new cars for each procurement. In this way, we can preserve supplier competition and foster the evolutionary development of railcar technology."

To assist in the first 90-day phase of the project, UMTA awarded an $86,572 contract to International Research and Technology (IR&T) of Arlington, Virginia.

During the past few years, the rail transit equipment industry has responded to customized specifications developed by individual transit operators to meet site-specific needs. Transit authorities have continued to emphasize new designs and higher performance, while suppliers have had difficulty in meeting these requirements. The result has been lower reliability and excessively high purchase and operating costs.

PITTSBURGH'S Port Authority has voted *unanimously* to seek Federal funds to aid in building a modern light railway system, thus marking the end of its controversial Skybus program. This action is the first step in implementing a plan to upgrade the 22-mile trolley system in South Hills, final segment of the once-vast Pittsburgh Railways operations.

Cost of the project is estimated at $531 million, with the Federal Government paying 80 percent (if approved) and the state and county picking up the rest of the tab. If approved, the system could be operational in its new form by 1982. Our Pittsburgh correspondent, Jim Cerny, sent us this news.

THE FOUR-MONTH strike against the Staten Island Rapid Transit Operating Authority, a subsidiary of the New York MTA, ended in April when striking motormen and conductors approved a 14 percent wage increase over a 27-month period.

SIRTOA is a single line running generally north-south from Tottenville to St. George, where it connects with ferries to Manhattan and Brooklyn. It has a daily round-trip ridership of 10,000 and 52 relatively new R-44 type subway cars. The older 1923-style cars used on it for many years were

Buckingham Valley Trolley Assn. ex-Philadelphia Suburban Transportation car 26, built by Brill 1914, rolls through wooded glen en route to connection with New Hope & Ivyland R.R. steam train.

Photograph by Marc S. Balkin

finally replaced by new equipment a couple of years ago.

One of the problems that caused the walkout was that wages were (historically) lower on this route—that serves an outlying area of New York City—than on the rest of the MTA lines. However, living costs in Staten Island are said to be slightly lower than in Manhattan and Brooklyn. Such things cause negotiating headaches.

CHICAGO has been granted more than $21 million by the Urban Mass Transportation Administration to cover the cost of 35 new bi-level m.u. cars and the construction of the 2.14-mile extension of Illinois Central Gulf service to Park Forest South. The big city had already received $7½ million for 15 new cars, for preliminary work on the extension, and to fund safety modifications following a serious accident in which a Highliner car was involved.

A Chicago Transit Authority motorman had an unusual (we hope) experience running a Ravenswood el train enroute from Merchandise Mart to the opening day baseball game featuring the Cubs against the Yankees on April 14th. On three occasions during the run to Odgen Street, the motorman found fires burning on the tracks. Each time he had to stop the train, grab the fire extinguisher, and quench the blaze. The last time, his extinguisher ran out, so the conductor in the rear car came out with another one that was used to complete the fire-fighting.

By coincidence, only a week before CTA's board had authorized putting two-way radios connecting trains directly with the Police and Fire departments in 330 cars of the trains, about one-third of the total equipment. The cost of $14 million is expected to be shared with Federal and state governments.

COMMUTER service on m.u. electric lines in Rio de Janiero, Brazil, will soon see 120 new electric cars in service. They will be built by Mitsui & Co. of Japan and will cost $53,000,000. This makes about $441,000 per car. The stainless-steel cars will run in 30 trains of four cars each.

HERE'S a novel approach. The Committee for Better Transit, Inc., located at P.O. Box 3106, Long Island City, N.Y. 11103, now has its own task force out checking New York's subway cars for defects!

As a service to the community, this force consists of members who have volunteered to go out and spot defective equipment that could possibly cause injury or inconvenience to subway travelers. It is being done because financial problems and attrition have reduced the New York Transit Authority's staff of car and road inspectors in recent years.

CBT's task force has verbal assurance from the TA's top management that each of the items reported to them will be checked into. Since last August, 10,000 major and minor prob-

Three views of Ferrovia Adriatico-Appenino operation (Ole W. Laursen right photo) at Lanciano, Italy.

Ole W. Laursen, Rytterknaegten 11, DK-6000 Kolding, Denmark

lems have been reported, involving over 3200 subway cars. Defects are recorded in a car-by-car file set up at CBT headquarters.

In a recent issue of CBT's *Notes From Underground* it is reported that, although TA response has been generally good, a number of defects still keep slipping through without being repaired properly.

"HOW many readers know there is an excellent trolley museum in Istanbul, Turkey?" asks Ron Salters, 26 Pierce Rd., Weymouth, Mass. 02188.

The museum is located in a former carbarn in the Kardikoy district on the Asian side of the Bosphorus and has been open for about one year. The local transit company operates it. A circular ride is available over the meter-gage track of the former terminal loop of lines abandoned a few years ago. Twelve cars are preserved here, two of which appear to be in operating condition.

On the European side, the same company operates a funicular railway entirely in a subway, known locally as the "Tunnel Line." The downhill station is only a block from the busy ferry terminals. Two of its original old cars are now on display at the Kardikoy tramway museum, partly enclosed, appropriately, in a "tunnel" formed in the back wall of the carbarn.

Edward Allen, 252 Roberts Ave., Yonkers, N.Y. 10703

"The Spirit of 1776" on Grant Ave. heading towards Liberty Ave., Pittsburgh, Pa., on Oct. 2nd, '73.

Later in Germany, Ron stopped in Suisburg, where he saw a *new* 4-truck articulated tram, the middle section of which was labeled *Spiesewagen*, meaning a dining-car. Inside, people were having breakfast at tiny tables attended by a waitress! The Duisburg tramway has used dining cars for many years. We wonder if any other tram systems have such facilities today.

RECENTLY *The Toronto Star* carried an article on the decision not to operate the historic TTC Tour Trams in downtown Toronto this summer, writes Mike Filey of that city. William Luke, managing director of the Tourist and Convention Bureau of Metropolitan Toronto said these vehicles were not, nor even would be, a tourist attraction.

Then TTC driver Dave Gibson was named Metro's Ambassador of Hospitality when he afforded visitors from New York city a "fun" and "pleasant" evening aboard the Tour Tram he was operating one evening last summer. The TTC might be well advised to reinvestigate their decision to scrub this unique service, in view of the fact that Luke's judgment of the attraction is not borne out by the facts.

Even using the transit commission's statement that these cars do not pay their way through the farebox, how does one put a figure on the public relations value obtained as in the case of the New York city visitors noted above?

AN INTERESTING small electric railway line in Italy is operated by the Ferrovia Adriatico-Appenino. In its 100 miles, the line, better known as the Sangritana Railway, connects Marina S. Vito with Castel di Sangrio. There are branch lines to Nariba Ortona and Atessa. The lines were originally part of a larger narrow-gage system, but a route from Porto S. Giorgio to Amandola was converted to bus and trolleybus service.

This railway on the south shore of the Adriatic Sea just north of Venice is reported to have been badly damaged by the earthquake which recently devastated that area.

The Sangritana lines were opened in 1912 with steam power and were electrified in 1929. After World War II, they appeared doomed. However, it was decided to rehabilitate them and convert them to standard gage, with some new passenger cars purchased. A few of the old electric locomos were re-gaged. These still show their age, looking much like oversized Ives tinplate equipment. This news comes from Ole W. Laursen, an official of the Danish Railway system who lives at Rytterknaegten 11, DK-6000 Kolding, Denmark.

Riders get good view of Wellington, New Zealand, harbor and city terminal on Lambton Quay, as Wellington City Corp. cable car makes ascent to an upper town. Three photographs from R.T. Griggs, 15 Sunbrae Drive, Silverstream, Upper Hutt, N.Z.

Warm sun shines on Wellington City Corp. grip car and trailer at upper depot.

WCC car W42, after scaling heights, reaches end of line at Kelburn terminal.

HOBBY CLUB

conducted by Sy Reich

Even with Tenn. Valley Railroad Museum's Autumn Leaf Specials just a few months away, Paul Brock and crew find time for Operation 6910. TVRM's Mike, former Southern 2-8-2 and ex-Kentucky & Tenn. 10, under steam in '65.

Col. James G. Bogle, 1749 Dyson Drive, N.E., Atlanta, Ga. 30307

PENNSYLVANIA, besides being a Mecca for tourists, with its interesting places to visit, notably in this Bicentennial year, is a great state for railfans. Those attending the annual outing of the National Railway Historical Society over next Labor Day weekend in the Quaker City will not be at a loss for things to see and do.

Not only does the city have some of America's most historic shrines, located near NRHS convention headquarters at the Bellevue-Stratford Hotel, but within walking distance of rail terminals. PATCO's Lindenwold line, for one, has its western subway terminus just a couple blocks from the hotel. The clan can see everything from the busiest mainline railroading to a rural RDC run over a single-track branch to Newtown in Bucks County. Four railfan steam roads are within a 50-mile radius of the city, including one with electric traction. One of the tours planned is a visit to Strasburg R.R. and, close to it, the new Railroad Museum of Pennsylvania. Luther Cummings says 344,337 people visited that museum last year, making it the state's top tourist attraction.

West of Strasburg, at Rockhill Furnace, is the quaint East Broad Top narrow-gage line and the Shade Gap Electric Ry. As the last operating n.g. railroad east of the Mississippi, the EBT is now a Registered National Historical Land-the Franklin Institute, with its hiscan find other rail interest such as New Hope & Ivyland R.R. at New Hope, Pa., the Buckingham Valley trolley line at Buckingham, Pa., the Black River & Western at Ringoes, N.J., and the Wilmington & Western, about 4 miles southeast of Wilmington, Dela., at Greenbank depot on Rte. 41. In the City of Brotherly Love itself, don't pass up the Franklin Institute, with its historic rail displays, at 20th Street and the Parkway.

Railfans traveling through western Pennsylvania might want to visit the famed Allegheny Portage R.R. near Cresson on Rte. 22; the Arden Trolley Museum, two miles from downtown Washington, Pa., on North Main St. Ext., and the Lake Shore Ry. Historical Society at North East, 15 miles east of Erie. The Lake Shore boys have a distinctive museum in the old New York Central depot. One of their big projects now going on is the Heisler Movement Fund, to pay for transporting their own Heisler No. 6 from Astabula, Ohio, to the museum. I don't know whether or not they have any Heisler '76 calendars left, but you might check with Ray Way. Incidentally, if you want to contribute to the Society's Heisler Fund, leave it at the museum or mail to LSRHS, P.O. Box 571, North East, Pa. 16428.

RIDING the recent Canadian National record-breaking Turbo press trip from Toronto to Montreal, when the blue and golden-yellow train set a new Canadian speed rail record of 139 mph. was Jim Plomer, a Railway & Locomotive Historical Society director from Milford, Ont. Jim told all about it, together with the CN passenger route service, in an article in *The Picton* (Oct.), *Gazette,* Canada's oldest weekly. For a while when Canadian National introduced its new logo, VIA, with the new color scheme, we thought the familiar CN emblem would disappear. Not so, says Jim. It will be retained.

THE INSIDE TRACK, edited by Sam Breck, Jr., and associates, for the Ann Arbor Train and Trolley Watchers, 306 Westwood Ave., Ann Arbor, Mich. 48103, is a good railfan organ. Annual subscription in U.S. $4, in Canada $5. It is published five times a year, Sept. through May, with 20-22 pages of news, history, opinions, and miscellany, mostly about railroads in Michigan, northern Ohio, Indiana, and nearby Canada. *Inside Track* is indexed every two years. No back issues are available. Says Sam; "We are devoted to making the railroad hobby more interesting and worthwhile, without inundating our readers with undigestible technical data, unfounded rumors, and unending nostalgia."

MIKE SCHAFER, ed. of Northwestern Illinois Chapt. NRHS newsletter, *Northwestern Limited,* reports that *Interesting Railfan* Roy Arpan's "Rail City Special" program on Station WOJO-FM, Evanston/Chicago, has been moved from Sunday to Tuesday at 10 p.m.

BOB GRISWOLD, with the help of many Rocky Mountain Railroad Club members, reports Darrell T. Arndt, has been compiling a history of the San Luis Southern Ry. and its successors. To complete this work, Bob needs photos of the following subjects: the stage that ran between San Luis and San Acacio in 1910, the motor car operated in 1917, the passenger shelter at Ojito, the Blanca freight depot, the seven-car passenger Cadillac that linked Jarosa with Taos in 1930, D&RGW loco No. 641, Robert B. Ramsey, and William W. McClintock. Contact Bob at 2700 S. Kearney St., Denver, Colo. 80222.

BOB BAKER, JR., ed. of Bangor & Aroostook R.R. Historical & Tech. Society newsletter, did a nice job on the 2nd anniversary issue with an article by Allen Tenney, "Sixty Years of Narrow-Gauge Along the BAR," equipment roster for 1883-1944, and some good Monson loco

One of Boston & Albany's famed Eddy Clock locos No. 55 *Oregon* in 1870s. On display at National Museum of Transport in St. Louis is B&A Eddy Clock 39.
Collection of Gorton T. H. Wilbur

shots, right-of-way scenes, and a road map. You can learn more about this club by writing to its president, Don M. Greenburg, 5 Alden Pl., Hartsdale, N.Y. 10530.

WANTED: a list of R.R. museums, clubs, and individuals that sell postcards of steam locos by mail.—John Gardner, 520 Victoria Park Ave., Toronto, Ont. , Canada M4E 3T4. Who has such a list?

HEAT WAVES might be dancing around Dixie, as well as where you live; but Paul Merriman, Bob Sironen, Herman Lamb, and many others at Tennessee Valley Railroad Museum in Chattanooga are thinking several months ahead to TVRM's steam Autumn Leaf Special to Crossville on Oct. 23, 24, 30, and 31. Four popular trips.

TVRM's *Smoke and Cinders* newsletter reports that Paul Brock and his crew are hard at work on loco 6910. Swaging had been completed on the superheater tubes, and welding operations are well underway to join them to the 20-ft. main tubes. By the time you read this, the boys are probably well beyond this stage of Operation 6910.

DOUG WADE, the Santa Fe area sales rep at Stockton, Calif., is one of many collectors of railroadiana. His hobby is not surprising, since his father, William C. Wade, was a city passenger agent for SF, and one of his grandfathers was a Missouri Pacific machinist. Looking for a kerosene locomotive headlight, Doug finally picked one up from the collection of the late Dr. Howard Letcher of Lodi, Calif. The headlight needed extensive renovation, Doug found help in this project. Colorado Railraod Museum in Golden, Colo., supplied a copy of a blueprint for a similar headlight, used by the Colorado & Southern. With that, plus a photo of a like headlight used by the Roaring Camp & Big Trees R.R. in Felton, Calif., and the help of quality-control engineer Ralph Anderson of Stockton, Doug has made his headlight functional. A good job!

RAILFANS TUNING IN on various railroad radio frequencies won't overtake the camera as a major part of our hobby, but the growing number of such enthusiasts is impressive. Thanks to Ken Stewart of Cincinnati Chapt. NRHS and *Central Region Flyer,* here are some radio frequencies: Milwaukee Road 160.770 and 161.430; Soo Line 161.370 and 161.520; C&NW 160.890 and 160.445; Burlington Northern 161.100 and 161.160; D&H 161.40, 160.59, and 161.52; CV and CN 161.415 and 161.205; Vermont R.R. 160.71, 161.01, and 160.29; Santa Fe 160.65 and 161.10; N&W 161.190 and 161.25; MN&S 160.47 and 161.40; DM&IR 160.35 and 160.80; ICG 161.19; Rock Island 160.61, and Green Bay & Western 161.25.

SEVERAL GROUPS in the East and one in the South have acquired some unusual passenger cars. The latest arrival on Valley Railroad trackage at Essex, Conn., is an ex-New Haven Pullman, the *Wallingford,* named for a Connecticut city. Joe Thompson reports in his Mohawk & Hudson Chapt. newsletter that the chapter's ex-Central Vermont business car will be named *MacDonald Kugler,* after Don Kugler, club prexy. Don gave many years of fine service to the chapter, but had to resign, due to the press of business.

Jack Stith reports in *Highball,* newsletter of Old Dominion Chapt. NRHS; that the club is buying four heavyweight, air-conditioned cars for use on chapter trips. Each car seats 54 passengers in reclining

NRHS members, taking in their annual convention in Philadelphia, will have chance to see great railroadiana collection of Railroad Museum at Strasburg, Pa.
Railroad Museum of Pennsylvania

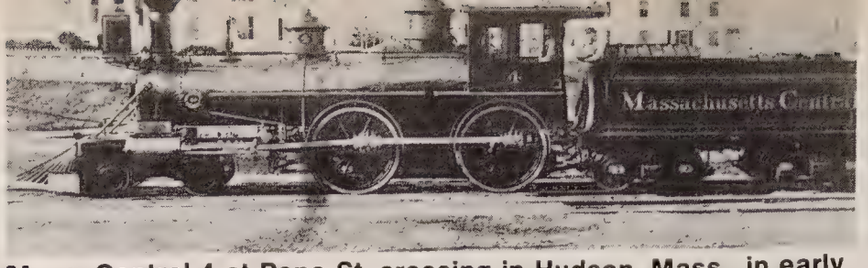
seats. The chapter had to take out a loan to obtain these cars and tax-deductible contributions to help pay for them would be a big plus for the club. Contact Herbert Richwine, Old Dominion's treasurer, 3855 Frankmont Rd., Richmond, Va. 23234.

ONE OF BRITISH RAIL's most powerful engines, electric loco 87001, has been named *Stephenson* in honor of the pioneer of steam-hauled passenger railways. Jack Benton, President of the Stephenson Locomotive Society, unveiled the nameplate at Euston recently before the loco started on a trip to Glasgow. British Rail presented the nameplates to the society. The *Stephenson* is among 35 electrics of class 87 designed by BR engineers and built in the workshops for 100 mph inter-city expresses and freight trains. Between them, the electrics have already covered 5¾ million miles on the London to Glasgow route, with 87001 clocking more than 370,000 miles since entering service in June, 1973.

BUCKLES are getting big play these days. Union Pacific features a Big Boy 4-8-8-4 and a Centennial diesel on a 2x3¼" buckle with a solid pewter body for $4. Write UP Public Relations, Dept. 2001, UP Railroad, 1416 Dodge St., Omaha, Nebr. 68179.

AN ENTERPRISING group favoring the Southern Railway but not affiliated with it, is the Southern Railway Historical Society, P.O. Box 2761, Augusta, Ga. 30904.

RAILFANS TRAVELING through the Midwest this summer should add to their itinerary the National Museum of Transport at St. Louis. It's located on Barretts Station Rd. west of I-270, is open seven days a week, and is well worth seeing. Among its large collection of engines are Boston & Albany No. 39, an Eight-wheeler built in the B&A Shops in 1876, and one of the famous group of locos called Eddy Clocks, the Lackawanna 4-4-0 Camelback No. 952, which was shown at the 1939-'40 N.Y. World's Fair, and Santa Fe 2-10-4 No. 5011 (Baldwin, 1944), one of the road's largest freight engines. There is also a big collection of other locos on static display, in addition to passenger and freight cars, motor trucks, aircraft, streetcars, buses, and fire apparatus. This has to be one of the country's premier transportation museums. ●



Mass. Central 4 at Pope St. crossing in Hudson, Mass., in early 1880s. Later became Boston & Lowell 65, *Marlboro*, then B&M 310.
Collection of Gorton T. H. Wilbur

BOOKS of the RAILS

by Gorton T.H. Wilbur

SUGAR TRAMP, by Gary Morgan, 104 pages, 8½511", hardbound, photos, maps, rosters, diagrams, Centennial Publications, Inc., $12.95. (Available from Railroad Magazine Book Service.

This, I think, is the first comprehensive book dealing with the Great Western, a shortline running through the beet fields of northern Colorado. It not only tells about a railroad but also the men who built it, such as Charles Boettcher, and the foreign labor gang who overcame many obstacles to start its operation. There are 171 pix, most of them good, from such well-known shutterbugs as Gerry Best, Joe G. Collins, Ken White, and the GW itself. The roster covers steam, motorcar, and diesel power. Included in the steam roster are Alco-built No. 60, now on the Black River & Western at Ringoes, N.J., and Baldwin-built No. 90 in service on Strasburg R.R. McKeen-car fans will like Donald Duke's photo of M-1 as the *Greeley* of Denver, Laramie & Northwestern before coming under GW.

Gary Morgan writes: "For years, the Great Western Railway was the communicative and transportation life-line in northern Colorado. Today it is a solidly-established shortline. And, in the interim, it has had an exciting past. Hopefully, this book will recall that excitement. Much of the material contained herein is new—dug out with the help of many. A good share comes from interviews with Great Western people and GW fans."

THE CENTRAL MASS., published by Boston & Maine Historical Society, 136 pages 8½×11", softbound, photos, maps, timetables, all time depot list, roster, $8.45. (Available from Railroad Magazine Book Service.)

Chartered in 1869 as the Mass. Central R.R., this road was beset by financial trouble from its inception and probably never should have been built. In time, bankrupt and reorganized, it became part of the B&M and was known as the latter's Central Mass. branch running from Boston to Northampton. The Depression and 1938 hurricane ended this through service. A few years before the blow from the tropics, I rode Central Vermont snow trains to Brattleboro, enroute stopping at Canal Jct., Mass., while the conductor checked to see if the CM was clear before we went on to Amherst. Not much remains of the old line today.

The book is a cross-section of both B&M and New England railroad history, with 160 large-format photos, 16 maps, and sundry ticket and timetable reproductions. The society spent a lot of time and money on this book. It should appeal to history-minded railfans and to many, like myself, who just like to look back on those tranquil days and recall what life was like when all you had to do was hop a train at a small town depot for a ride to Boston sans Mass. Turnpike and its accompanying nerve-racking miles. Among those who helped to make this book possible are Bill Wait, R&LHS curator; Norton D. Clark, Ben Crouch, and, of course, the B&M Historical Society. All should be commended for this fine work.

CREDIT VALLEY RAILWAY, by James Filby, 107 pages, 5½×8", softbound, photos, maps, roster, diagram, The Boston Mills Press, $4.95. (Available from Railroad Magazine Book Service.)

The name of this railway conjures up thoughts of the Ontario Rail Assn. and ex-CP 1057. This interesting book covers the CV from birth pangs on Feb. 15, 1871, and the grand opening by the Marquis of Lorne, Governor General of Canada, at Milton, Ont., on Sept. 19, 1879, through to the final takeover by Canadian Pacific on Nov. 21, 1883. In that year, five days after Credit Valley came under the CP, all Canadian railways, except Michigan Central, adopted the 24-hour clock system, bringing some order to railtravel.

The old Credit Valley line is gone, but a new CV, thanks to the ORA, is very much alive. A club members states: "It is said the lasting memorial to the steam locomotive lies not in statistics, nor upon the printed page, or even on

museum grounds. It is in the hearts and minds of all who saw and heard the iron horse in action. The smoke of their last going saddened the hearts of all that had known and loved them. And yet it is possible to recapture some of the enchantment, this charisma of the steam age. To this end the Ontario Rail Association is dedicated." Their steam fall foliage trips prove this is true

Periodicals and Journals

DATA PAK and revised *Freight & Work Car Diagram Book* represent dedicated work by the New Haven RR Technical Information Assn. The *Data Pak* is a monumental diagram and roster for the NH steam, juice, gas electric and model fan. There's even a big diagram, in this one of several *Data Paks,* of the coal chute at Cedar Hill. A wonderful contribution to rail history for $7. The revised *Freight & Work Car Diagram Book* well worth the six bucks it costs. Gordon Cochrane, treasurer of NHRTIA and editor of the club magazine *Shoreliner*, tells me that the club has had to raise the rates on their quarterly journal to $8. Its contents are worth it. Contact Gordon about the books and NHRTIA at 256 Central St., Foxboro, Mass. 02035.

WESTERN RAILROADER *and The Western Railfan*, Francis A, Guido, editor-publisher, 235 E. Third Ave., San Mateo, Calif. 94401, twelve glossy page issues per year, $2. Frank is one of our *Interesting Railfans* and a valued member of R&LHS and other California rail historical groups. He never fails to put out lively articles, short news items, and sharp pix for Pacific Coast railfans.

NICKEL PLATE ROAD MAGAZINE, Spring '76, managing editor John T. Slater, for NKP Historical & TECHNICAL Society, P.O. Box 6212, Ft. Wayne, Ind. 46806. John Slater and George Berghoff have another lively edition, featuring "Off and Still Running," by George Payne, a passenger-car story; the first of a series on NKP lineside gate towers, and their usual good modelers sections. The only dark side of a pleasant trip through NKP land is George Berghoff's announcement that he's resigning as layout editor in the fall. He's done a good job for NPHTS.

THE KEYSTONE, edited by Robert L. Johnson for the Penna, Railroad Technical HISTORICAL Society, is a fine slick journal for the Pennsy fan. The front cover of E-55 No. 1776, Juniata Shops 1910, at Pemberton, N.J., Feb. 6, 1937, sets the pace for an issue that goes heavy on the old cabin cars with steamers of many years ago hooked onto the hacks. Bob is looking for Pennsy articles and sharp, clear photos or negs for publication in *The Keystone*. Drop him a line, preferably with SSE, at 5000 Northlawn Dr, Murrysville, Pa. 15668.

NWI'S GUIDE TO RAILROAD PHOTOGRAPHY, edited by Bob Schmidt, with valued contributions from some of the club's photography wizards. The *Guide,* says Bob. is a review of basic photographic principles and suggestions. Info from North Western Illinois Chapt. NRHS, P.O. Box 5632. Rockford, Ill. 61125

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MILWAUKEE ROADS WEST, by Wood	$14.95	(14.25)
HETCH HETCHY AND ITS DAM RAILROAD, by Ted Wurm	$13.50	(12.82)
THE RAILROAD SCENE, by William Middleton	$10.00	(9.50)
BESSEMER & LAKE ERIE, 1869-1969, by Beaver	$11.95	(11.35)
CANADIAN NATIONAL STEAM POWER, by Clegg and Corley	$15.95	(15.15)
L&N STEAM LOCOMOTIVES, by Richard Prince	$12.50	(11.90)
SOUTH SHORE INTERURBAN, by William Middleton	$11.95	(11.35)
PENNSYLVANIA RAILROAD K-4s, by H.P. Albrecht	$ 3.00	(2.85)
INTERURBAN INTERLUDE, by E.J. Quinby	$ 8.95	(8.50)
PENNSY POWER, by Alvin F. Staufer and Bert Pennypacker	$21.00	(20.40)
TRAIN WATCHER'S GUIDE TO CHICAGO	$ 3.15	(3.00)
HEADLIGHTS & MARKERS (rail fiction stories)	$ 7.95	(7.55)
MEXICAN NARROW GAUGE, by Gerald M. Best	$ 7.50	(7.15)
AMERICAN LOCOMOTIVES, by John H. White	$25.00	(23.75)
HORSESHOE CURVE AND ALTOONA, by Harry P. Albrecht	$ 4.50	(4.25)
MORRISTOWN & ERIE, by Thomas T. Taber III	$ 6.95	(6.60)
THE ULSTER & DELAWARE, by Gerald M. Best	$13.95	(13.25)
THE COLORADO ROAD, by F. Hol Wagner Jr.	$15.00	(14.25)
NARROW GAUGE TO REDWOODS, by Dickson	$ 8.95	(8.50)
RAILS TO POSSUM TROT, by J.A. Stowe	$ 2.50	(2.40)
SUPER POWER STEAM LOCOS, by R. J. Cook	$10.00	(9.50)
SNOWPLOW, by Gerald M. Best	$ 6.00	(5.70)
20TH CENTURY LIMITED, by Lucius Beebe	$ 6.95	(6.60)
THE TRAINS WE RODE, by Beebe and Clegg, Vol I	$17.50	(16.60)
THE TRAINS WE RODE, Beebe-Clegg, Vol II	$17.50	(16.60)
THE OVERLAND LIMITED, by Lucius Beebe	$ 5.95	(5.65)
LIFE ON A LOCOMOTIVE, by George Williams	$ 5.95	(5.65)
DELAWARE & HUDSON, by James Shaughnessy	$16.50	(15.65)
GREAT DAYS OF THE CIRCUS, by Freeman Hubbard	$ 5.95	(5.65)
OPEN THROTTLE (rail-fiction stories)	$ 5.95	(5.65)
STEEL RAILS TO VICTORY, by Ron Ziel	$15.95	(15.20)
GREAT LAKES CAR FERRIES, by George W. Hilton	$ 6.00	(5.70)
THE MA & PA, by George W. Hilton	$ 5.00	(4.75)
THE RUTLAND ROAD, by James Shaughnessy	$11.50	(10.90)
JANE'S WORLD RAILWAYS	$65.00	(61.75)
RIGHT-OF-WAY (Abandoned Roads)	$ 5.95	(5.65)
AMTRAK CAR SPOTTER, edited by Robert J. Wayner	$ 4.95	(4.70)
THE GREAT TRAINS, by Bryan Morgan	$35.00	(33.25)
CHICAGO SURFACE LINES, by Alan R. Lind	$17.50	(16.60)
INTERURBANS OF UTAH, by Ira L. Swett	$ 8.00	(7.60)
THE STORY OF EDDYSTONE (Baldwin Loco Works)	$ 8.95	(8.50)
STEAM ON THE ANTHRACITE ROADS, by Mike Eagleson	$ 6.50	(6.15)
NORFOLK & WESTERN STEAM, by Ronald Rosenberg	$ 6.95	(6.60)

SWITCH LIST

All ads in this section cost 20¢ a word (minimum 25 words, no maximum wordage), including abbreviations, names, initials, numbers, cities, states, or provinces. Zip codes free. SSE means "enclose self-addressed stamped envelope." Send check or money order with each entry to Bill Balgley, advertising manager, Railroad Magazine, 420 Lexington Ave., New York, N.Y. 10017.

FOR SALE 110 different railroad emblem watch fobs, $2.50 each. Tie-tacs, key chains, tie-clips, $1.75 each. Large belt buckles, $5 each plus 50¢ postage. Send stamp for free list. Dealers write.—Hoovers, 120R Fruit, Peru, Ill. 61354.

OLD STATE and railroad maps: 70 to 110 years old; all states; some old county maps. Send SSE; specify which state—Northern Map Co., Dept. RR, Eagle River, Wisc. 54521.

ROGER ARCARA, 1432 Leland Ave., Bronx, N.Y. 10460, sells reconditioned cameras, sizes 120, 160, 116, 616, for big oblong negs.; details free.

OLD POSTCARD SCENIC trolley color slides, 1600 items, including duplicates, $1300. Or 400 railroad slides, $350. Lists of trolleys, $2; railroads, $1.—35-Slides Co., Box 6098-RR, Colorado Springs, Colo. 80934.

TEN BICENTENNIAL diesel slides, $2.50. Catalog of slide sets and prints with sample, 50¢.—Midwest Photo, Box 965, Keokuk, Iowa 52632.

RAILROAD STOCK CERTIFICATES for sale and wanted in any quantity. Beautiful old certificate and catalog, $2.—Ken Prag, Box 431R, Hawthorne, Calif. 90250.

$5 PAID FOR B&W photo, side view, 3x5", standard-gauge steam locomotives under 40 tons that are for sale. Location, owner, telephone. 1st photo paid, dups.; receive address 1st Submission. No agents—Peat Younger, 2421 Ramsey, Springfield, Mo. 65803.

BUYING RAILROAD COLLECTIONS and single items. I will buy timetables, brochures, folders, switch keys, passes, guides, cap badges, booklets, posters, books, dining-car items, lanterns, wax-sealers, calendars, signs, miscellaneous items. Single items and small accumulations purchased by mail. Collections picked up anywhere in the country. Write to Fred Arone, 377 Ashford, Dobbs Ferry, N.Y. 10522.

STEAM LOCOMOTIVE name and address rubber stamp, $4.95. Figure only, $2.95. Name and address with your selected drawing, $7.95.—Lawson's Rubber Stamps, Rte. 4-RO, Salem, Ill. 62881.

MIKE EAGLESON, 37 Edgemere Ave., Mt. Arlington, N.J. 07856, sells his revised Bicentennial edition of "Southern Steam Specials," $4.95 ppd.; "Steam on the Anthracite Roads," $6.95 ppd.; "Twilight of World Steam," $14.95 ppd.

NEW LIST of steam, diesel and trolley railroadiana for sale: emp. tts., passenger tts., playing cards, accident reports, negatives, much Amtrak material, etc. 13¢ postage—Meyer, 128 Corner St., Watertown, Wisc. 53094.

FOR SALE: Historical Railroad Lanterns book, $6 postpaid. Order from author, A.S. Burkhalter, P.O. Box 41, Winchester, Tenn. 37398.

"KEY, LOCK and LANTERN"—the railroad hardward collectors indispensable reference guide, published quarterly $7 year. Sample copy free for large double-stamped SSE—KL&L, Box 174, Pittsford, N.Y. 14534.

CHARLES CONNIFF, P.O. Box 9686, Jackson, Miss. 39206 sells original color slides of equipment of shortline rr in the line S, SE, SW, MW and some in NE. Send SSE (large). List $1.

RON COX, 11 Frederick Rd., Stapleford, Notts., England NG9-7FT, sells copies of Official British Rail souvenir books of the "Rail 150, Grand Steam Cavalcade 1975" 2 editions: "Cavalcade Reflections" and "Cavalcade Retrospect," both $4 post free surface mail. Also available "Cavalcade Remembered" 1925 at $4 post free surface mail. All 3 books available on one order at $10 post free. Orders accepted with either I.M.O., check or cash banknote payment.

RAILROAD HAND LANTERNS, many other rr. collectables. Price list for 50¢, refundable, with $5 minimum order.—Connecticut Valley Railroad Museum, Inc., P.O. Box 786, Orange, Conn. 06477.

DINING CAR DISHES and glasses, several rrs. and patterns. Display or eat from finer diner china. SSAE—James A. McClellan, 1752 S. Wichita, Wichita, Kan. 67213.

NEW RAILFAN PUBLICATION, MIDWESTERN RAILS, keeps you informed on what's happening in the MW. Send $7.50 for 12 issues.—White Publishing, 208 N. Stewart St., Geneseo, Ill. 61254.

"THE WATER LEVEL ROUTE," a unique new 8½x11 book with full-color cover; 68 pages of information and photos portray the New York

Central from New York to Buffalo. Special pre-publication price $3.95 thru July 31st, then $4.95. Published by Rochester Chapter of NRHS, 13 Hidden Valley Rd., Rochester, N.Y. 14624.

COLOR SLIDE SETS of steam, diesel, trolley, interurban for sale, some 30 years old. List is available for SSE. Also buy/swap slides, collections—F&S Enterprises, Box 5160, Willowick, Ohio 44094.

WANTED: ROUND BRASS MAKER'S PLATE from front of steam loco with engine number and maker's name. Also fuel pot and burner for Adlake pullman lantern April 1864. Pot should be 2⅜" in diameter.—Doug Wade, 735 S. San Joaquin, Stockton, Calif. 95203.

ORIGINAL DOCUMENT appointing Chief Justice of Ontario as arbitrator to settle differences re agreement dated July 1879 between Queen Victoria and Grand Trunk Railway Company of Canada, $50.—Alan F. Telfer, 4 Lamport Ave., Toronto, Ont., Canada.

COLOR DIESEL SLIDES. Thousands to choose from, representing hundreds of major railroads, shortlines, industries. Constantly expanding inventory from across North America. For current catalog and sample send $1 to Porreca, Box 22, Boulder, Colo. 80302.

WANTED: ANYTHING from Cuban rrs.—Alberto J. Montero, 6600 Riverton Ave., North Hollywood, Calif. 91606.

1977 NEW ENGLAND RR. CALENDAR now available, limited, $3 postpaid. Free catalog. Dealers wanted. Photo sets and calendars available—Comet Films, Box 8741, Boston, Mass. 02114.

ANNUAL PASSES all major rrs., 1920s thru 1950s, for sale $1 each postpaid. No list. Send your preference.—E.S. Peyton, 1321 Bracken, Las Vegas, Nev. 89104.

UNION PACIFIC passenger car diagram book, Vol. I, 1950-'64, 300 pages, 600 builders' photos. Only 500 books printed. $12.75 postpaid.—G.B. Davies & Associates, P.O. Box 135, Downtown Station, Omaha, Neb. 68101.

UNION PACIFIC slides and photos of Calif. division diesels. SSE for list.—Union Photo, P.O. Box 8098, Anaheim, Calif. 92802.

"TURBINES WESTWARD," the story of the Union Pacific's turbine era, 160 pages, 300 photographs, roster, drawings, hardbound, $14.95.—Lee Publications, 2804 Goodrich Circle, Manhattan, Kan. 66502.

FOR SALE: Reprinted book, "Ashtabula Disaster," by Rev. S.D. Peet, a narrative of tragic railroad wreck on the Lake Shore line Dec. 29, 1876; over 95 persons killed. Price, $10.50. (Ohio residents add 4% sales tax.) Order from Ashtabula County Genealogical Society, Box 885, Ashtabula, Ohio 44004.

CANADIAN SLIDES. Kodak-processed duplicates CN and CP diesels and equipment, roster and action shots taken in Nova Scotia. Also some originals. SSE for list.—Downeast Railroad Slides, Box 5133, Armdale, P.O., Halifax, N.S., Canada.

EMPLOYEES, PUBLIC TIMETABLES, misc. items, for sale. Informal returnable list free.—John Cooshek, 455 W. 26th Ave., Vancouver, B.C. V5Y 2K1, Canada.

OFFICIAL GUIDES: Feb. 1935, $50; 1960, $15. Union Pacific calendars. Employee and public tts. SSE for list.—Frank Kalahar, 9918 N.E. Prescott, Portland, Ore. 97220.

STANDARD PULLMAN blankets 100% virgin wool, 56X84, with the Pullman Company crest in center. Excellent condition, $20. Good condition, $15. Fair condition (minor repairs), $10 plus $2.50 postage. Heavy Irish linen tablecloths, 45X60, new, never unfolded, "Santa Fe" woven across center leaf-design border, $30 plus $2 postage. This elegant tablecloth compares with those in fine department stores priced $70 and up.—John Nalley, Box 262, Bradley, Ill. 60915.

TWO STEAMER BELLS, one angle mount and one upright mount, operate by steam or hand, $400 ea. Two headlights, 19" long & 16" diameter, $100. ea. Contact L.J. Millott, P.O. Box 755, Sandusky, Ohio 44870.

FOR SALE: RR. baggage wagons, good condition, circa 1898, $125.—Penman, 605 Tyndall Ave., Erie, Pa. 16511 (814-899-8357).

WANTED: Color original and duplicate slides of industrial and shortline power, also of roads and paint schemes now gone, also GE 70-tonner slides. Have 200 old Universal team slides for sale or trade.—Herndon Price, 311 Clayton Ave., Georgetown, Ky. 40324.

25-TON LOCOMOTIVE, diesel-electric, excellent working condition. Delivery available within U.S.—Phone: 312-552-8316, Jim Region, 29 Will St., Plano, Ill. 60545.

LOCOMOTIVE PHOTOS: Will sell or exchange from my collection of 45 years. Mostly steam and electric; mostly 5X7" size at 40 cents each. Send $1 for two sample prints; state interests.—Don Somerville, 4018 Brunswick Ave., Drexel Hill, Pa. 19026.

EXACTLY 50 RAILROAD MAGAZINES, 1936-'46, mostly 1938-'42, for sale, fine condition. Best offer over $35 takes them, postpaid.—L.S. Twombly, 18 Juniper Lane, Concord, N.H. 03301.

SSE FOR LIST of Official Guides, employees & public tts, magazines, books, steam photos, negatives. State list wanted.—John Allen, 728 S. Locust, Centralia, Ill. 62801.

KODAK DUPLICATES: color or black & white prints of transportation subjects. Send 25¢ for general list & index—Traction Photographs, 1227 N. Formosa, Los Angeles, Calif. 90046.

SALE: 407 RAILROAD MAGAZINES from 1929 to '74. The lot $425 postpaid & insured. SSE for list.—Richard N. Mansley, 7722 Loretto Ave., Philadelphia, Pa. 19111.

WANTED: ANYTHING ATLANTIC COASTLINE, lanterns, signs, heralds, maps, etc. Photos of purple-silver diesels, passenger cars, Florence depot, passenger trains.—Leon Butler, 1011 3rd Ave., Conway, S.C. 29526.

RMS HAS RAILROAD JEWELRY, including the famed Casey Jones Ten-wheeler /382 as tie-bar, scatter-pin, $3.50 each; lariat ties or key rings, $4.50 each, available in either gold or silver finish. Send for handy catalog to Replica Mail Specialties, Box 2820, Grand Central Station, New York, N.Y. 10017.

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126 RAILROAD MAGAZINES, Aug. '32 to December '33; May '34 to Dec. '41 except Aug. and Sept. '34 and May '35. Highest bid above $75 plus shipping charges during 30 days following appearance of this ad.—Harry Cook, 7200 Raytown Rd. Raytown, Mo. 64133. ●

Coming Events

(No charge for listing here)

July-Sept. 6: Valley R.R., Essex, Conn. Five daily steam trips, connect with riverboat cruise; July 24-25: Antique Transportation Fair at Deep River; Sept. 11-Oct. 31, weekends only. Pullman parlor car reservations needed.

July-Oct.: Daily July-Aug., weekends Sept., Oct. Special trips, events. Info from Wehman Caldwell, Sierra R.R., Rail Town 1897 Depot, Jamestown, Calif. 95327.

July-Oct.: Wilmington & Western R.R., Sat. & Sun., lv. Greenbank station near intersection Rtes. 2 and 14 in Delaware 1, 2:15, 3:30. Adults $2.25; kids, $1.

July 25: Railfan Day, Morehead & Morgan Fork R.R., Morehead, Ky. Unlimited rides, hot meal, $10 advance reservation, 10 a.m.-10 p.m.; photo run-bys, night photography, Contact Wesley Ross, Bluegrass RR Museum, 1749 Bahama Rd., Lexington, Ky. 40511.

July 25-30: Denver to Galesburg, Ill., by rail, charter bus to Dubuque, Iowa, for *Delta Queen* riverboat trip to Minn.-St. Paul. Return Denver via Chicago on SFZ. Sept. 25: Fall foliage trip, Chama to Antonito on C&TS. Write Tom Daniels, Colorado Midland Chapt. NRHS, P.O. Box 824, Colorado Springs, Colo. 80901, or Kenton Forrest, Intermountain Chapt. NRHS, P.O. Box 5181, Terminal Annex, Denver, Colo. 80217.

July 31-Aug. 1: round trip, Southern steam, Richmond to Keysville, sponsored by Old Dominion Chapt. NRHS, P.O. Box 8583, Richmond, Va. 23226.

Aug. 1: UP 8444 on special train for Colo. Centennial of statehood and Bicentennial observance, Denver to Laramie, round trip. One-day RPO trip marking event, dome lounge, coaches, bag. car; photo run-gys; fare incl. lunch at Laramie. Adults $33, kids $28. Kenton Forrest, Intermountain Chapt. NRHS, P.O. Box 5181, Terminal Annex, Denver, Colo. 80217, or Tom Daniels, Colorado Midland Chapt., P.O. Box 824, Colorado Springs, Colo. 80901.

Aug. 1-15: 1976 British Steam Special Tour lv. N.Y. for England; special Wales narrow-gage trips; prices start at $999. Contact British Steam Special, Southeast Louisiana Chapt. NRHS, 404 Maxie Dr., Baton Rouge, La. 70808.

July-Oct. 13: Wed.-Sun. round trips behind Royal Hudson from British Columbia Ry. station, North Vancouver, B.C., Canada. Make advance reservations.

Aug. 7: Bicentennial trips, 9 a.m. and 1 p.m. over Greenwich & Johnsonville Ry., Thomson to Salem, N.Y., on Wash. County D&H branch, former railhead of old Rutland & Wash., with D&H 1776, G&J 4116, D&H coaches, bag. cars, in conjunction with Greenwich Bicentennial. Adults $10, kids 5-12 $5. Write David F. Nestle, Rail Trip, RD2, Greenwich, N.Y. 12834.

Aug. 8: South Shore charter to Michigan City and caboose corn broil at LaPorte County Hist. Steam Society, Hesston, Ind., steam operation. Sept. 11-12: annual weekend of trips to Sandwich Fair; Oct. 10: Starved Rock-Burgoo RI Special. Info from Blackhawk Chapt. NRHS, P.O. Box 455, Aurora, Ill. 60507.

Aug. 15: first railfan trip over Seaview Co., Rhode Island's newest rr, covering by mixed consist most of lines 28 miles, W. Davisville to ex-US Navy piers, Davisville and Quonset Point. Lv. Wild Acres depot, Davisville, on Rte. 1, 12 noon. Fare $10, space limited. SSE to Steam Associates, Inc., 190 Broadway, North Attleborough, Mass. 02760.

Aug. 15: antique fire engine show. Sept. 19: 5th annual trolley car extravaganza. National Capital Trolley Museum, north of Wheaton, Md. Query Robt. Flock, 1909 Forest Dale Dr., Silver Spring, Md. 20903.

Aug. 12-14: annual meeting Nat. Assn. of Timetable Collectors, Continental Hotel, Kansas City, Mo. Buy, sell, trade tts., railroadiana; auction, banquet. Write Harold Henre, 1302 N. 28th St., Kansas City, Mo. 66102.

Aug. 14: Silverton trip on chartered Wm. Jackson Palmer car. Write Tom Daniels or Kenton Forrest. (See July 25-30 item.)

Aug. 18-24: Silverton-Cumbres Narrow-Gage Safari from San Francisco. Info from James Weinberger, tour director, Pacific Coast Chapt., R&LHS, 2539 Hopkins Ave., Redwood City, Calif. 94062.

Aug. 20-21: Mt. Washington Express, Boston to Bretton Woods, N.H., special B&M train; Oct. 10-11: New York State Exp. trip, Boston to Saratoga Springs. Write Mystic Valley Ry. Society, Inc., P.O. Box 32, Mattapan, Mass. 02126.

Sept. 3-6: annual NRHS convention, Philadelphia; Bicentennial trips, banquet, speaker. Details from local NRHS chapters.

Sept. 6-Oct. 3: South African Rail Safari. Round trip $1765. Contact Rail Study Tours International, P.O. Box 99, Vienna, Va. 22180.

Sept. 2-6: Midwest Central R.R. operating Moguls, Shay, trolley for Midwest Old Settlers — Threshers Assn. annual reunion, McMillan Park, south of Hwy. 34. Write Midwest Central, P.O. Box 102, Mt. Pleasant, Iowa 52641.

Sept. 12: 8th annual Rockville Society of Model Engrs., all scales, railroadiana, traction, hobby tools, refreshments. Registration 50¢. Vitro Cafeteria, 14000 Georgia Ave., Query Nelson Garber, RSME Auction, 1401 Oakview Drive, Silver Spring, Md. 20903.

Sept. 18-Oct. 3: "Land Between the Waters" 40th anniv. trip Pacific RR. Society, excur. to Great Lakes country. Lv, return Los Angeles via Amtrak. Contact Pacific RR Society, Inc., P.O. Box 2274, Mission Viejo, Calif. 92675.

Sept. 24-26: 3-day trip to Canadian Soo, Algoma Central trip to Agawa Canyon; parking and meals incl. $110, limit 38. Write Mich. RR. Club, c/o Marge Geandomenico, 11311 Fielding Ave., Detroit, Mich. 48224.

Sept. 25: Hartwell R.R., Hartwell to Bowersville, Ga., round trip, lv. 10:30 a.m. Adults $5, kids $2, box lunch $2, sponsored by Augusta Chapt. NRHS. Write Hartwell Trip, P.O. Box 5793, Augusta, Ga. 20906 (SSE).

Sept. 25-26: Both days behind Southern 4501, Jacksonville to Valdosta round trip thru Okeefenokee National Forest, sponsored by Jacksonville Chapt. and Fla. Dist. NRHS. Adults $17, kids $15. Contact Jacksonville Chapt. NRHS, P.O. Box 8961, Jacksonville, Fla. 32211.

Sept. 25-26: (all Clinchfield steam trips, tentative schedule) overnight trip Elkhorn, Ky., to Spartanburg, S.C., return on Sun. Package available, incl. motel, meals. Write Carl Adkins, Blue Grass RR. Club, 1821 Gettysburg Rd., Lexington, Ky. 40504.

Oct. 2: 470 RR. Club round trip to Gorham, N.H.; Oct. 3: 470's annual Fall excur. to Island Pond, Vt. Contact 470 RR. Club, P.O. Box 641, Portland, Maine 04104.

Oct. 2: Clinchfield steam, Erwin, Tenn., to Marion, N.C., round trip. Write Erwin Civitan Club, P.O. Box 370, Erwin, Tenn. 37650.

Oct. 2: Fall Foliage on D&H from Colonie Yard (near Albany) to North Creek, N.Y., round trip behind either Bicentennial units or Baldwin Sharks, capacity limited. Fare $19. SSE to Mohawk & Hudson Chapt. NRHS, P.O. Box 523, Schenectady, N.Y. 12301.

Oct. 3: Clinchfield steam, Marion, N.C., to Erwin, Tenn., round trip. Contact Exchange Club of Shelby, c/o Dave Hinson, 309 Circleview, Shelby, N.C. 28150.

Oct. 9 & 10: Autumn Leaves steam, Spartanburg, S.C., to Erwin, Tenn., round trip. Transportation Dept., Clinchfield Railroad, Erwin, Tenn. 37650.

Oct. 16: Clinchfield steam, Marion, N.C., to Erwin, Tenn., round trip. Write Carl Loftin, Asheville Civitan Club, P.O. Box 7146, Asheville, N.C. 28807.

Oct. 17: Clinchfield steam, Marion to Erwin round trip. Contact Geo. B. Morgan, Marion Civitan Club, P.O. Box 1068, Marion, N.C. 28752.

Oct. 16 & 17: Fall Leaf excur., both days behind steamer 630. Contact Atlanta Chapt. NRHS, P.O. Box 13132, Atlanta, Ga. 30324.

Oct. 15-16: 11th annual convention Nickel Plate Hist. Tech. Society, Sandusky, Ohio. Write Jon Karx, national sec., 25 Fortune Way, St. Louis, Mo. 63122.

Oct. 23& 24; Oct. 30 & 31: Autumn Leaf special behind Sou. 4501. All four trips lv. Chattanooga, 8 a.m. for Crossville, Tenn., return 8 p.m., mountain railroading, air-cond. coaches, open obs. cars, dining and commissary car, photo stop. Adults $18.95, kids 5-12 $14.95. Write Tenn. Valley RR. Museum, Dept. FL, Box 5263, Chattanooga, Tenn. 37406.

Oct. 23: Clinchfield steam, Spartanburg to Erwin, round trip. Info from Spartanburg Breakfast Optimist Club, c/o Blanton Insurers, P.O. Box 8036, Spartanburg, S.C. 29303.

Oct. 24: Clinchfield steam, Spartanburg to Erwin, round trip. Write Marion Boyette, c/o North Brothers Inc., P.O. Box 1451, Spartanburg, S.C. 29301.

Oct. 30: Clinchfield steam, Marion to Erwin, round trip. Contact Morganton Jaycees, Rte. 10, 103 Crestview Lane, Morganton, N.C. 28655.

Oct. 31: Clinchfield steam, Spartanburg to Erwin, round trip. Details from Piedmont Carolina Chapt. NRHS, c/o Bentley Photo Center, Park Rd. Shopping Center, Charlotte, N.C. •

Pen Pals Wanted

(No charge for entries in this section)

Sue Turk (age 13), 58 Lake Ave., Lancaster, N.Y. 14086. She likes rock & roll, sports, reading. "I love to write letters."

P.H. Anderson, 69 Highbury Rd., Leicester LE4, GFU, England, will make Amtrak tour of U.S. in August, spending time in Boston, New York, Chicago, San Francisco, Los Angeles. Wants to see local rail scenes, meet railfans. Please reply quickly by airmail.

Miss Vikki Dalaga (age 22), c/o Visayan Transportation Co. Inc., P.O. Box 32, Cebu City, Philippines 6401, collects postcards, stamps, books, magazines.

Robert W. Good (age 30), 53 Embassy Ave., Hooksett, N.H. 03104.

Curtis Byrge (age 29), Rte. 1, Box 461, Hwy. 116, Devonia, Tenn. 37728.

(Mr.) Golden V. Jones, 2135 Sp. 100, Little Orchard St., San Jose, Calif., invalid, wants to hear from railmen who served with him in 75th R.R. Carman Co., Persian Gulf Command, at shops in Teheran, Iran.

Miss Concepcion Heyrosa (age 38), P.O. Box 32, Cebu City, Philippines, 6401, accountant.

Mary Jane Lovin (age 59), Belle River, Ill. 62810.

Jim Polston (age 33), 10509 202nd Ave. E., Sumner, Wash. 98390.

Miss Tina Visbal (age 38), 46 Gen. Maxilom St., P.O. Box 32, Cebu City, Philippines 6401, cashier-clerk.

Lawrence Grimes, who once lived in or near Baltimore, Md., write to your cousin, Charles E. Gower, RFD 5, Box 82, Fairmont, W. Va. 26554.

Miss Linda Eby (age 22), 306 N. Young, Cattwell, Kan. 67022.

Mrs. Ella Key (age 66), 109 B Jessie Turner, Van Buren, Ark. 72956.

Miss Gia Rae Dehn (age 12), 1402 S. Hickory, Centralia, Ill. 62801.

Mrs. Carolyn Thomas (age 25), 712 N. 22nd, Van Buren, Ark. 72956.

Miss Mildred Heyrosa (age 17), Asinan Blvd., Mandaue City, Philippines 6433.

Miss Indalecia Castador, (age 25), c/o Visayan Transportation Co. Inc., P.O. Box 32, Cebu City, Philippines 6401, collects stamps, books, magazines.

Mrs. Betty E. Keller (age 78), 207 Tulsa St., Hobbs, N.M. 88240, invalid, collects U.S. stamps, trading stamps. Needs cheer-up letters, cards.

Susan Jones (age 9) and Teri (12), P.O. Box 816, Hoxie, Ark. 72433.

Bob Campbell, 3670 Goodview Ave., Roanoke, Va. 24018.

Deanna Patterson (age 16), 1807 S. Cherry St., Centralia, Ill. 62801.

Miss Brenda Hatamosa (age 28), 1062 M.J. Cuenco Ave., Cebu City, Philippines 6401. •

For nearly 80 years RAILWAY MAGAZINE has been closely connected with the making of railroad history.

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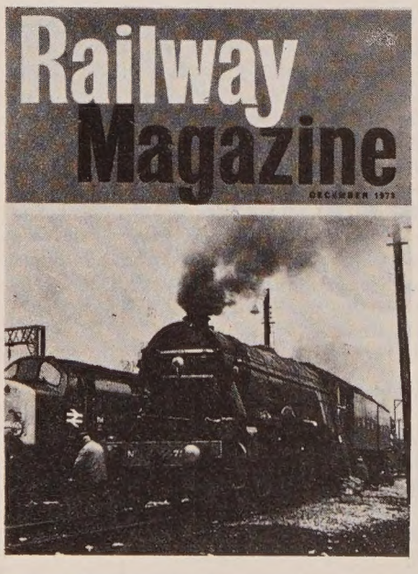
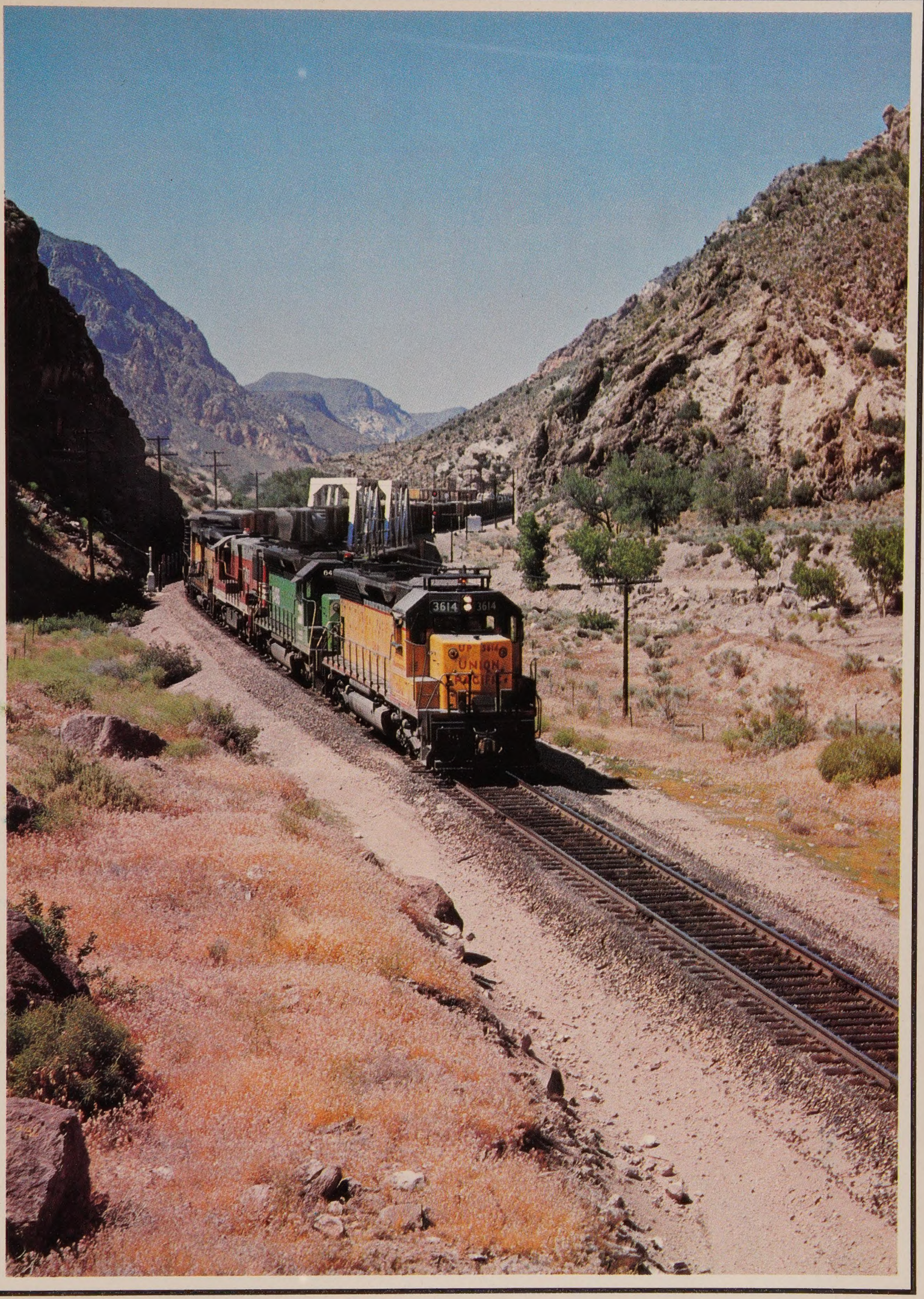


Union Pacific 3614 heads westbound train in arid area near Caliente, Nev., on May 27, '73.

Photograph by Gary Allen


3614
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